

Annual Report 2015

SXF, TXL, BER



→ Flughafen Berlin Brandenburg GmbH

Passengers 2015

Berlin total	29,531,464
Berlin Schönefeld	8,526,268
Berlin Tegel	21,005,196

Aircraft movements 2015

Berlin total	260,610
Berlin Schönefeld	76,153
Berlin Tegel	184,457

Chief Executive Officer

Dr Karsten Mühlenfeld

Chief Financial Officer

Heike Fölster

Shareholders

Federal Republic of Germany	26 %
State of Berlin	37 %
State of Brandenburg	37 %

Airlines 79

Destinations 179

Employees (per 31/12/2015)

Total	1,843
thereof SXF	1,313
thereof TXL	530
Vocational trainees	85

Contact

Airport Info +49 30 6091 1150

www.berlin-airport.de

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Foreword

Dear Readers,

The capital city region of Berlin-Brandenburg continues to go from strength to strength. The city's population is increasing, the tourism industry reported more than 30 million overnight stays for the first time ever, and the economy in Berlin and around the airport are both expanding faster than average. In our globalized world, every metropolitan region is dependent on international exchange, and this is unthinkable without fast flight connections. From this perspective, I am delighted that the two airports in Schönefeld and Tegel have risen superlatively well to the challenges posed by the steady growth in traffic volume. I am especially grateful to everyone who works at the airports, the airlines and business partners for their accomplishments in this respect. However, if we wish to maintain our standing in the future, it is imperative that Berlin Brandenburg Airport is opened as soon as possible. We plan to close Tegel Airport and establish an innovative science and industry park at this location. The record results reported for 2015, when 29.5 million passengers flew from and to Berlin, clearly indicate that we must adapt our plans to accommodate the massive



increase in passenger numbers. The Supervisory Board decided in September 2015 that Schönefeld Airport will continue to operate even after BER opens. We are also planning a new terminal at BER that will be capable of handling an additional eight million passengers. We expect up to 40 million passengers in 2023 — which we see as impressive evidence of the great appeal of our region. Now, our main focus must be on readying BER for operations as soon as possible. Once the final outstanding permits have been issued, we can complete the construction work for the airport, all necessary tests can be carried out and, after a trial period, the facility can open its doors to passengers.

Michael Müller
Supervisory Board Chairman of
Flughafen Berlin Brandenburg GmbH and
Governing Mayor of Berlin



767-400



Editorial

Dear Readers,

Looking back at 2015, we take pride in the successes and the accomplishments achieved in this year. We posted significant growth in our core business, and we set a new record by passing the milestone of 29.5 million passengers, with passenger numbers at Schönefeld and Tegel rising by 5.5%. Revenues were up by a highly gratifying 13%. Other key achievements include the creation of two new divisions, Aviation and Commercial, which lay the foundation for our ongoing investments in quality and growth. Another successful achievement in 2015 was the renovation of the runway at Schönefeld Airport, a project that we completed within the deadline and the budget we had set ourselves. This project has resulted in a runway that is truly state-of-the-art, and it benefits Schönefeld Airport now and BER in the future. In 2016, we will continue to invest in infrastructure at both sites, but with a strong focus on Schönefeld. It is now clear that we will continue to

operate SXF even after BER becomes operational, and that we must create additional capacities here to meet demand in the coming years. As well as the operation of the existing airports, our most important task is to complete construction of Berlin Brandenburg Airport and to commence operations at the new facility. We achieved important planning and construction milestones in 2015, but we also suffered setbacks. We now know that we cannot set a final date for the opening until all addenda to the construction permit for the passenger terminal have been approved,

giving us a definitive statement of the work that still needs to be done. Fortunately, the cooperation with the building authorities and the top-level construction supervisory authority in Brandenburg is going very smoothly. As promised, we will notify the airlines and business partners one year (two flight schedule periods) in advance of opening exactly when the first aircraft will take off from the new airport. BER is an airport with a great design and stunning architecture – our mission is to do everything we can to ensure that our passengers can experience it as soon as possible.



Dr Karsten Mühlenfeld
CEO Flughafen Berlin Brandenburg GmbH



Air Traffic in the Capital City Region







Airport CEO Karsten Mühlenfeld welcomes milestone passenger Yao Yao Brandenburg in Schönefeld.

Record Year 2015 29.5 million passengers at SXF and TXL

In 2015 the airports in the capital city region handled more passengers than every before, passing the milestone of 29.5 million passengers and setting a new record in the process. Berlin-Brandenburg has defended its position as Germany's third largest air traffic site. Berlin's airports have grown faster than the market for the thirteenth time in succession, with

Schönefeld displaying particularly strong growth and reporting 16.9% more passengers. Tegel grew by 1.5% to 21 million passengers. Investment programmes totalling €36 million were started in order to prepare both airports to handle the rising number of passengers and ensure that all operations run as smoothly as possible. Capacity at Schönefeld Airport

← Picture pages 8/9: Spectators for the Champions League final landed in Schönefeld in June 2015. The aircraft parked on the BER apron.



Ryanair opened a base in Schönefeld on 27 October 2015.



Lufthansa celebrated the resumption of scheduled flights from Berlin 25 years ago in October 2015.

The flight schedule for 2015 included 179 destinations in 54 countries.



easyJet stationed its 10th aircraft at Schönefeld Airport in April 2016.

will be further expanded in 2016. A new terminal and the conversion and expansion of the existing space will create space for the rising number of passengers. During the first three months, Schönefeld grew by 43% and Tegel by 1%. All forecasts indicate that Berlin can expect to welcome significantly more than 30 million passengers in 2016.



The 2016 European Champions in team handball flew into Tegel Airport with airberlin after the final in February 2016.

Total Berlin Transport Statistics



	2015	Change from previous year in %
A. Total passengers	29,531,464	5.5
I. Local traffic	29,518,128	5.6
1. Scheduled services	29,057,949	5.7
a) Domestic	7,988,962	3.7
b) International	21,068,987	6.5
2. Occasional carriage	460,179	-0.4
a) Charter traffic	394,135	-7.3
b) Tramp and demand traffic	55,881	121.4
c) Other traffic	10,163	-13.9
II. Transit	13,336	-44.4
B. Total aircraft movements	260,610	3.2
I. Commercial traffic	248,954	3.7
1. Scheduled services	235,141	4.3
a) Passenger traffic	232,698	4.5
b) Freight traffic	2,443	-8.2
2. Occasional carriage	13,813	-6.4
a) Charter traffic	2,920	-10.9
b) Tramp and demand traffic	5,864	5.4
c) Freight traffic	108	-28.5
d) Other traffic	4,921	-14.6
II. Non-commercial traffic	11,656	-5.6
C. Total air freight	43,236,313	-0.3
I. Total local traffic	42,295,458	-0.3
a) Discharging	17,909,398	-2.8
b) Loading	24,386,060	1.6
1. Scheduled services	41,653,799	0.4
a) Freighters	6,107,387	7.0
2. Occasional carriage	641,659	-31.3
a) Freighters	639,832	-29.8
II. Transit	940,855	-2.2
III. Trucking	0	0.0
D. Total airmail	4,528,367	-15.4
I. Local traffic	4,527,552	-15.4
1. Overnight airmail	4,209,989	-20.3
II. Transit	815	-64.3

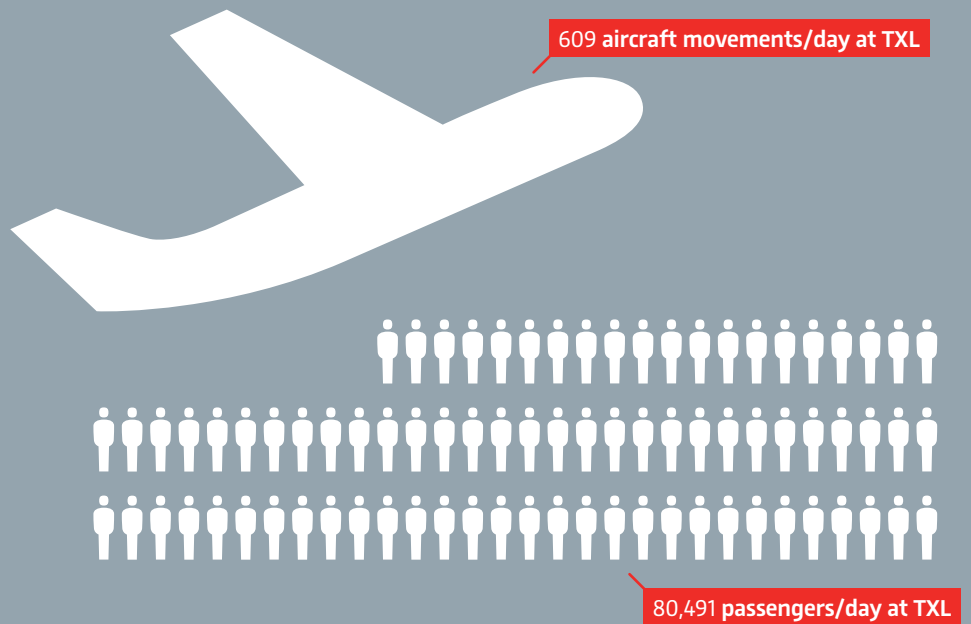
SXF and TXL

Peak Values 2015

Peak Days

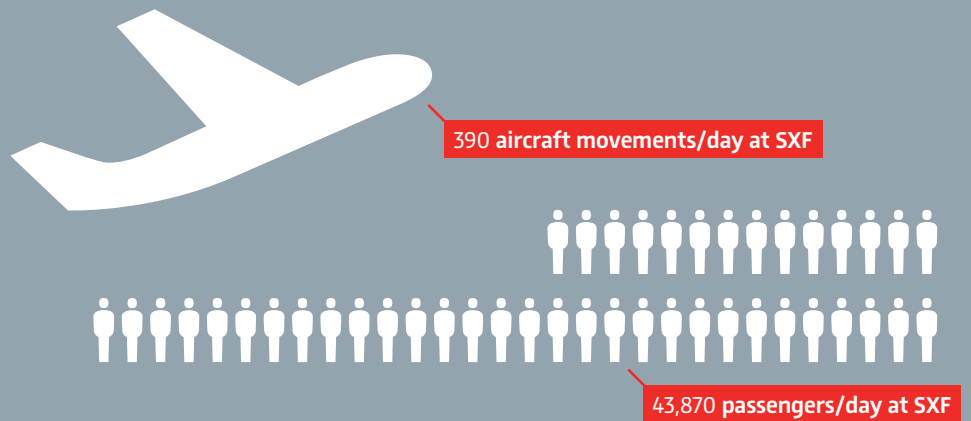
Tegel

25.09.2015
80,491 Passagiere
25.09.2015
609 aircraft movements



Schönefeld

07.06.2015
43,870 passengers
07.06.2015
390 aircraft movements



Peak Hours

Tegel

10.09.2015
9 – 10 a.m.
6,412 passengers

16.09.2015
9 – 10 a.m.
52 aircraft movements

Schönefeld

06.06.2015
1 – 2 p.m.
3,412 passengers

06.06.2015
1 – 2 p.m.
30 aircraft movements

SXF

Traffic Statistics

Schönefeld



	2015	Change from previous year in %
A. Total passengers	8,526,268	16.9
I. Local traffic	8,516,966	17.0
1. Scheduled services	8,192,678	16.4
a) Domestic	235,959	7,149.1
b) International	7,956,719	13.1
2. Occasional carriage	324,288	35.1
a) Charter traffic	267,008	23.9
b) Tramp and demand traffic	48,982	238.3
c) Other traffic	8,298	-16.5
II. Transit	9,302	-18.1
B. Total aircraft movements	76,153	8.3
I. Commercial traffic	69,123	10.6
1. Scheduled services	58,972	13.1
a) Passenger traffic	56,975	14.0
b) Freight traffic	1,997	-8.8
2. Occasional carriage	10,151	-1.6
a) Charter traffic	1,951	21.6
b) Tramp and demand traffic	4,472	12.3
c) Freight traffic	100	-22.5
d) Other traffic	3,628	-21.1
II. Non-commercial traffic	7,030	-10.5
C. Total air freight	8,128,235	3.8
I. Total local traffic	7,198,939	4.7
a) Discharging	3,610,193	5.9
b) Loading	3,588,746	3.5
1. Scheduled services	6,870,501	3.8
a) Freighters	6,070,789	7.4
2. Occasional carriage	328,438	28.6
a) Freighters	327,925	28.4
II. Transit	929,296	-2.2
III. Trucking	0	0.0
D. Total airmail	6,155	-14.9
I. Local traffic	6,155	11.4
1. Overnight airmail		
II. Transit	0	-100.0

TXL

Traffic Statistics

Tegel

	2015	Change from previous year in %
A. Total passengers	21,005,196	1.5
I. Local traffic	21,001,162	1.6
1. Scheduled services	20,865,271	2.0
a) Domestic	7,753,003	0.7
b) International	13,112,268	2.8
2. Occasional carriage	135,891	-38.9
a) Charter traffic	127,127	-39.4
b) Tramp and demand traffic	6,899	-35.9
c) Other traffic	1,865	-0.2
II. Transit	4,034	-68.1
B. Total aircraft movements	184,457	1.2
I. Commercial traffic	179,831	1.2
1. Scheduled services	176,169	1.7
a) Passenger traffic	175,723	1.7
b) Freight traffic	446	-5.5
2. Occasional carriage	3,662	-17.5
a) Charter traffic	969	-42.1
b) Tramp and demand traffic	1,392	-11.9
c) Freight traffic	8	-63.6
d) Other traffic	1,293	11.0
II. Non-commercial traffic	4,626	3.1
C. Total air freight	35,108,078	-1.3
I. Total local traffic	35,096,519	-1.3
a) Discharging	14,299,205	-4.7
b) Loading	20,797,314	1.2
1. Scheduled services	34,783,298	-0.2
a) Freighters	36,598	-32.3
2. Occasional carriage	313,221	-53.9
a) Freighters	311,907	-52.4
II. Transit	11,559	-6.6
III. Trucking	0	0.0
D. Total airmail	4,522,212	-15.4
I. Local traffic	4,521,397	-15.5
1. Overnight airmail	4,209,989	-20.3
II. Transit	815	40.8





GERMANY

- Düsseldorf
- Frankfurt am Main
- Friedrichshafen
- Karlsruhe/Baden-Baden
- Cologne/Bonn
- Mannheim
- Memmingen
- Munich
- Nuremberg
- Saarbrücken
- Stuttgart
- Westerland

• Reykjavik



- Chicago
- Miami
- New York



• Varadero

• Funchal

La Palma

Tenerife

Gran Canaria

Lanzarote

Fuerteventura

Destinations in 2015





A relief flight of the German Red Cross carrying supplies to the earthquake victims in Nepal took off from Schönefeld Airport on 28 April 2015.

Cargo

Air freight in Berlin

About 86,000 tonnes (+4%) of air freight were transshipped through the cargo facilities of the Berlin airports in 2015. Of this amount, 43,236 tonnes were transported as air freight per aircraft. Additionally, 4,500 tonnes of overnight airmail were flown to Stuttgart in fulfilment of orders from Deutsche Post World Net AG. The approximately 38,000 tonnes that remain were handled by airlines and forwarding agents additionally as air freight via the air freight facilities in Berlin and taken by lorry to the European hubs of the airlines. Markets of destination and origin for about

half of the goods were in Asia, about one-fourth in North America. Fluctuations in economic conditions and currency exchange rates continued to affect international trade in 2015 with the consequence that international air freight flow has been stagnating since the summer of 2015. The result is that loaded freight in Germany remained at the level of the previous year.

Freight at SXF, TXL and BER

About 8,000 tonnes of air freight were flown by aircraft at Schönefeld (+4%) in 2015. The growth driver among the

express services was UPS; owing to the large volume of online orders at the end of Europe, it deployed an additional freight plane to its European hub in Cologne. In addition, FedEx has flights connecting Berlin with its European hub in Paris every day except Sunday. TNT Express flies from its European hub in Liege via Berlin to Gdansk in Poland.

Last year, about 35,000 tonnes of air freight (-1%), 4,500 tonnes of airmail and about 38,000 tonnes in air freight substitute carriage were transshipped at Tegel Airport for airlines and forwarding agents by the two cargo handlers



Belly cargo contributes to the profitability of long-haul flights.

Wisag Cargo Service and Swissport Cargo Service. Capacity reductions on long-haul airberlin flights to the USA and a reduction in the overnight airmail flights contributed to a lower airside loading, but this was more than compensated by the pre-transport by lorry to the European hubs. Cargo at Schönefeld has been handled by the Cargo Center at BER since August 2013. Besides the cargo handler Wisag Cargo Service, other tenants moving into office space include Lufthansa Cargo, the freight general sales agents Air Logistics (Norwegian, SN Brussels and others) and ATC Aviation

(Etihad among others) and the shipping agents DHL and Müller & Partner. Border Veterinary Service, plant health inspection and customs are also located here. The Cargo Center has a refrigeration centre for the handling of

up to 120 Euro pallets in two temperature zones. There is a transshipment area of about 10,000 square metres for freight transshipment which can handle up to 100,000 tonnes of freight per year.



Direct apron access ensures fast transfer to the aircraft at the Cargo Center at BER.



Families at Tegel Airport can enjoy the play area after security in Terminal C1.

More than just flying Improved facilities and services

As in previous years, retail, restaurant and service facilities for passengers and visitors at Tegel and Schönefeld were upgraded in 2015.

The Swiss brand Navyboot opened a store at Tegel Airport. Travellers can purchase exclusive men's and women's shoes, bags and accessories at the store. There is now an even greater choice of restaurants with the addition of a second airport location for "auf die hand" and "my smart break". The brand new vegan restaurant "In.

Tegrale" serves temptingly creative food. Another new addition is a convenient service for weary passengers at Tegel: two sleeping cabins are a welcome opportunity to take some time out from the hustle and bustle of the airport.

The two new Quicker's outlets and Witty's, whose organic curry sausage is a hit, were especially pleased by the sharp rise in the number of passengers at Schönefeld Airport.



The airport advertising division segment posted excellent revenues: exterior advertising spaces such as the giant poster and the panorama area were especially coveted at Tegel Airport in 2015.



New services for passengers at TXL and SXF.



A further 3-star hotel is planned for Airport City. The investor is Dietz Airport Hotels Grundbesitz GmbH; the operator will be Intercity Hotel GmbH.

Investments at BER

Airport site with potential

The Airport Company is the biggest vendor of qualified commercial sites around Berlin Brandenburg Airport. BER is synonymous with top business and investment prospects and will act as a growth engine powering the south-east periphery of Berlin. Project developers and investors were swift to recognise the potential and opportunities provided by the location, and the first projects have been completed. The portfolio currently comprises a total of nine development areas, both on the airport site and outside the perimeter fence, offering a highly diversified range of locations. Perfect plots can

be offered to virtually all user groups, such as offices, hotels, recreation, congress and conference, commercial, logistics, light manufacturing and services specific to an airport. The demand for attractive, high-quality office, retail and restaurant space in the midfield area of BER will continue to rise with the operational startup of BER and passenger volume of more than 30 million passengers a year. The location of the construction plots in the immediate proximity of the terminal is a unique selling proposition. An additional investor will have completed a second hotel in Airport City,

the service centre directly in front of the new terminal, by the time the new airport opens. In the middle term, the Airport City has huge potential for the realisation of another office project. Covering about 157 hectares, the Business Park Berlin is the largest continuous commercial park in Berlin. The latest marketing reports show that about 45% of the plots have been sold. The first two development phases have been completed; the third phase will be initiated flexibly in response to demand; the high demand for sites at BER which is anticipated after the opening can be met here immediately.



The office block at Willy-Brandt-Platz in Airport City.



SEGRO is developing the multifunctional park Berlin Airport in the Business Park Berlin to the south of the B96a.

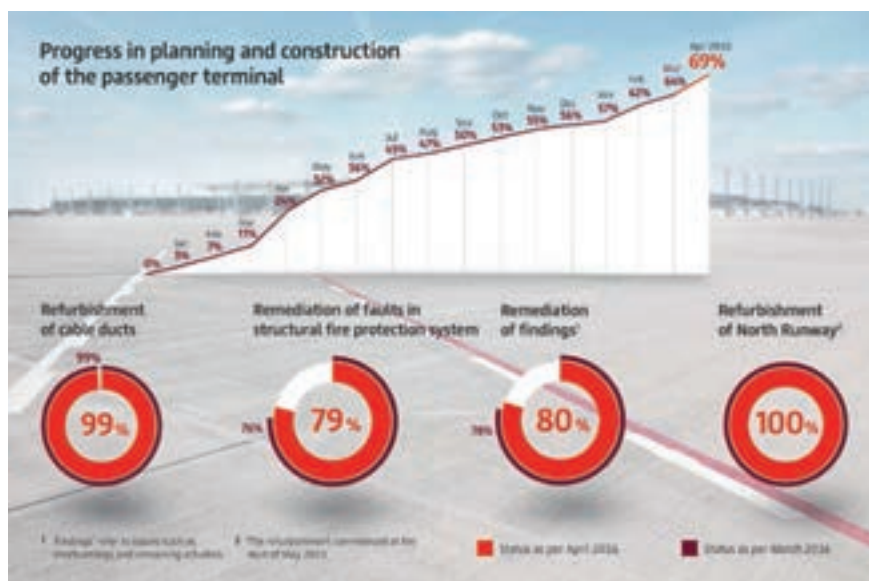
News from BER





Berlin Brandenburg Airport

How Is the Construction Work Processing?



Progress at the construction site can be tracked on the monthly BER Barometer. The Barometer is published on the road map: <http://ber.berlin-airport.de>.

FBB presented the time schedule for the completion of construction and operational startup of BER in December 2014. It sets the second half of 2017 as the target date for the opening of BER. While all of the planned milestones were achieved at the beginning of 2015, delays in the completion of the construction of three to four months became apparent in the middle of the

year; the most important reasons were related to the bankruptcy of an important construction service provider and more extensive planning. FBB subsequently revised parts of the schedule and initiated acceleration measures. They are aimed at further optimisation of the processes in the areas approval, planning, construction and technical operational startup. In addition, the processes for the technical startup are to be more tightly meshed with the operational startup.

Achieved milestones

The overhaul of the main duct in the terminal was completed in 2015 and the first months of 2016, the work on the cable boxes was completed for the most part and all seven segments of the primary smoke removal control system were completed. Parallel to these activities, a major part of the areas that had not yet been properly connected were incorporated into the smoke removal systems and the fresh air flow in 2015. Moreover, solutions were found for all of the construction



Schulzendorfer Elektro is installing the cables for smoke windows in the Main Pier.



Low-voltage power lines are connected for a segment of the GSPLCs.

defects and the outstanding work, and the points will now be successively completed. The construction of the pavilions next to the passenger terminal was also completed.

Planning

The fifth and sixth addenda to the construction permit were submitted to the Building Authority in 2015; the aim of this work is to secure the future capability of the passenger terminal to handle traffic. In February 2016, the Airport Company submitted the missing documents for the 5th addendum and is currently working on the later requests from the Building Authority. The construction of the terminal cannot be completed until all the permits have been issued. The third addendum to the construction permit for the South Pier has been approved by the Building Authority.

Technical startup

The technical startup of the equipment and systems installed in BER will begin parallel to the completion of

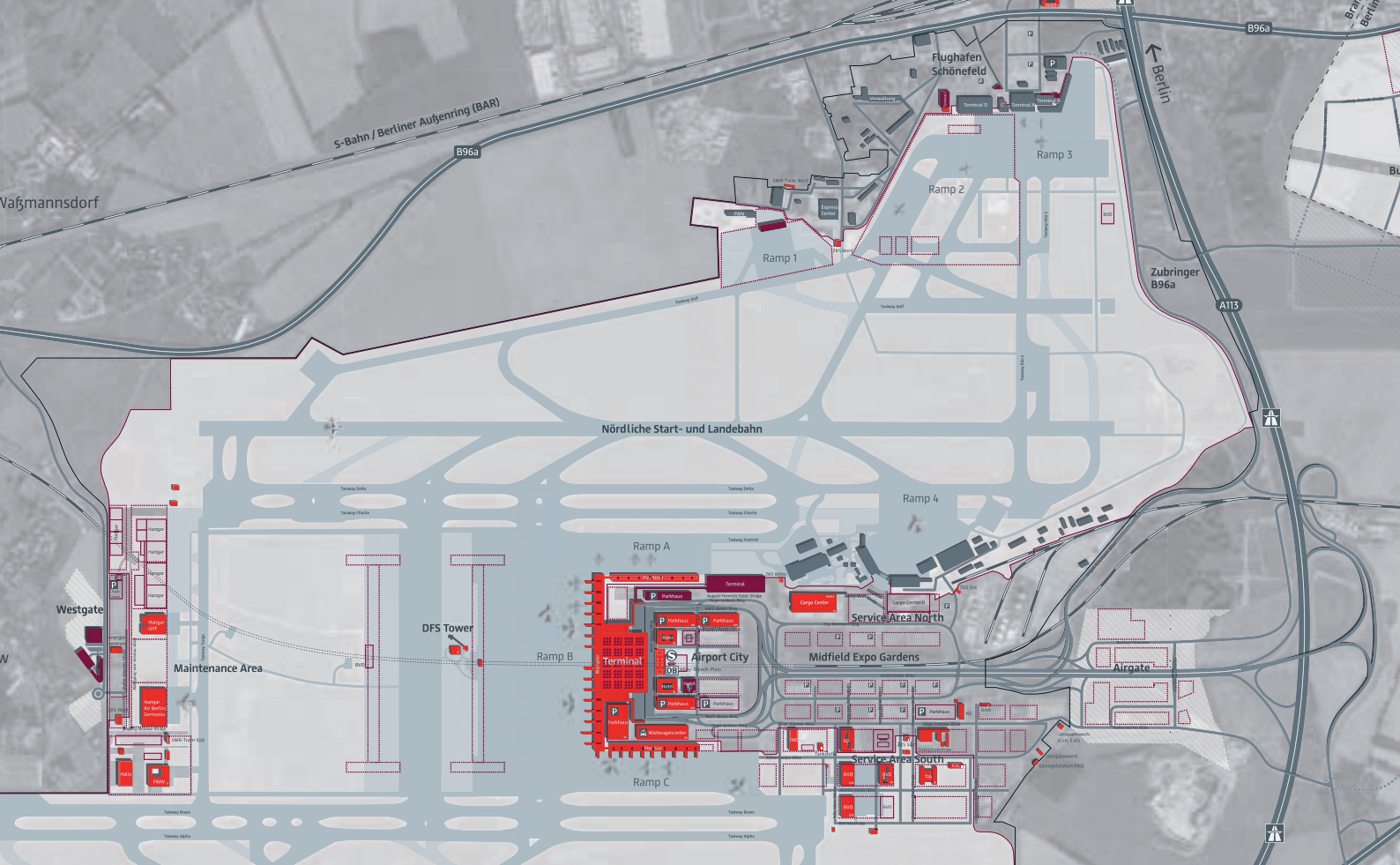
construction. The teams began their activities in 2015 and are currently working on a series of systems in the passenger terminal. For example, mechanical ventilation systems, smoke removal systems or electrically controlled doors are already in operation in the Main Pier North.

The technical startup is split into three phases. During the first phase, all of

the systems will be started up individually by the installation companies. During the second phase, the interfaces between the systems will be tested and hot gas smoke trials will be conducted. During the third phase, the general assessor will test and examine the individual systems as well as the operation of the overall complex of systems.



Two engineers from the company Käfer during the documentation and testing of the installed fire protection bulkheads.



The new terminals at SXF and BER are highlighted in purple.

Outlook for BER Creating Additional Capacities

On 25 September 2015, the Airport Company set the basic signposts for a further expansion of the aviation infrastructure at Schönefeld. The Supervisory Board gave the go-ahead for the first partial package to secure traffic growth at Schönefeld until the opening of BER, to enable the construction of the government airport and initiate the middle-term expansion of the site until 2023. By the year 2023, FBB calculates there will be up to 40 million passengers using Berlin's

airports. The package encompasses the following individual projects: adaptation of existing Schönefeld Airport to meet rising traffic volumes, plans for the modification of the taxiway system at SXF and BER, plans for the supply and disposal infrastructure, plans for a further terminal in the midfield of BER. The new terminal will handle about eight million passengers a year. The Airport Company announced the EU-wide tender for preparation of the master planning for BER in March

2016. The goal is the development of a long-term concept for the expansion of the airport area to meet needs and capacity beyond the year 2023. It will include the development of areas for real estate projects on the landside and the expansion of facilities on the airside to make available the capacities that will be required in future to handle the continuing rise in the number of passengers.



The new terminal at BER is being built as an eastern extension to North Pier.

Expansion of Schönefeld

Year on year, the number of passengers at Schönefeld Airport is currently rising by more than 40% every month. Moreover, plans now provide for the temporary continuation of operations at SXF even after BER opens, thus assuring sufficient space for the increasing air traffic in the capital region. The intention is to expand Terminal B by about 600 square metres. The side that opens out onto the access road will be expanded by the previous exterior area of the roof. After the remodeling, the passengers will benefit from additional check-in terminals and a better storage area for the security inspection area. A new arrivals terminal, which has been designated Terminal D2, is being built to the west of Terminal D. The building will have an area of just under 3,800 square metres and will be equipped with three baggage carousels. The car park for coach services will be moved to a new area at the previous P6. The structure of car park P4 will also be completely remodelled.

Government airport

The strong growth of air traffic in Berlin means that Schönefeld Airport will continue to operate temporarily even after the opening of BER. The decision was made in September 2015 to locate the government terminal at Ramp 1 at the Schönefeld site after Tegel has been closed. The final location for the government airport is set to be Ramp 2.



Up to 200 construction workers were employed on the North Runway between May and the end of September 2015. Using about 50 units of heavy equipment such as milling machines and asphalt finishers, the workers removed the two old upper asphalt layers and laid new asphalt on around 220,000 square metres.

North Runway renovated on time and budget

FBB concluded the renovation of the runway of Schönefeld Airport on time and within budget in 2015. Since the start of the Winter Flight Schedule on 25 October 2015, aircraft have been taking off and landing again as scheduled from the Schönefeld Airport runway, the future North Runway at BER. The South Runway of BER, which was in temporary use from 2 May to 24 October 2015, will be used again for flight operations when the new airport

opens for business. The conclusion of the renovation work on the North Runway and its operational startup provide both Schönefeld Airport and the new BER with a runway that is EASA-certified and meets exceptionally high safety and quality standards. For instance, the layout of the safety areas surrounding the runway and the runway end safety areas (RESA) have been upgraded to comply with the EASA standard.

The Airport as a Neighbour







Corporate volunteering: One of the organisations supported by FBB employees in 2015 was Cabuwazi Circus, which is based close to Schönefeld Airport.

For our region Work in the surrounding area

Berlin Brandenburg Airport is and will continue to be an engine for growth in the region. The creation of jobs and declining unemployment are offset by burdens such as aircraft noise, emissions or heavier traffic. The Airport Company has a responsibility as a company to the region. The community officer liaises with the district administrators, mayors, parliamentary representatives and community representatives and ensures constructive dialogue among the parties. He

represents the interests of the Airport Company in the Dialogforum.

Support for the region

In 2015, the Airport Company supported 190 projects in the airport region, a greater number than ever before. Many associations and institutions depend on financial support from third parties. Many cultural events and festivals would not take place without outside financial assistance, and there would be fewer sports courses

← Picture pages 30/31: These eight young athletes from the region are representatives of FBB's comprehensive commitment to sports.

available and the sporting success in a wide number of disciplines would be significantly lower. For the Airport Company, building sustainable, dependable, long-term partnerships is a key objective in local activities.

Sports is the area in which the airport is most closely involved: FBB supports around 25 different sports. The most important of these are football, team handball and volleyball clubs, as they are firmly established in virtually every community. But less common sports, such as archery, floorball or Indica, benefit equally. Culture, social work and education also comprise an important focus, for example jazz festivals, classical music concerts or community choir performances. An increasing number of schools are offering media courses and consequently need tablets, notebooks, or smartboards. The Airport Company also provides tickets for school classes to attend theatre performances. A mobile puppet theatre is available for day nurseries and comes to the facilities to give performances.

Refugee aid

Some of the refugees currently arriving in Germany have found a new home in the airport region. The Airport Company aims to provide long-term support to communities to help them integrate these newcomers. Schemes here include financial support for German courses and teaching materials, or subsidies to purchase furniture and household goods. FBB cooperates closely with different institutions, including the refugee village in the neighbouring community Schönefeld, the Arbeiter-Samariter-Bund,

the initiative "Willkommen in Königs Wusterhausen" and the German Red Cross. In addition, the employees of the Airport Company have donated starter-packs for refugees arriving at Schönefeld railway station.

Airport Campus

The Airport Company offers lectures on topics specific to aviation and airports at the Airport Campus for university students within the catchment area of BER. Airport Campus was launched in November 2008. Since then, 42 lectures have been given, attended by about 2,600 students.



In 2015, the Airport Company supported 190 projects in the airport region.

→ Contact:

Citizens from the surrounding areas can contact the Airport Company directly by calling the resident hotline.

Phone: 030 | 6091-6091

More information is available at
<http://nachbarn.berlin-airport.de>



The Noise Protection Programme BER provides protection to special institutions such as kindergartens, schools, hospitals and senior citizen facilities in the airport environs as well as to 25,500 private households. As of the end of 2015, 29 institutions had been protected from noise by customised measures.

Noise Protection Programme BER

More than 15,000 claim adjustments sent

FBB processed a large number of noise protection applications in 2015. As of this time, individual claim adjustments (ASE) have been sent to more than 15,000 households in the environs of BER Airport. The ASE shows what noise protection measures will be reimbursed to the resident by FBB or the amount of the compensation that FBB will pay to the resident. Residents can contract the imple-

mentation of the noise protection measures on the basis of the ASE. The owners decide themselves who will install the measures on their buildings. FBB supports the installation and offers a broad range of information for residents that will be expanded even further in 2016. The noise protection list issued by the Order Counselling Office Brandenburg is a good source of orientation when

looking for a construction company. The list is available on the internet and as of the end of 2015 contained 46 companies that implement measures within the scope of the Noise Protection Programme BER. Residents can view the installation of noise protection measures in a model house in the exhibit at the DIALOG-FORUM for the Noise Protection Programme BER. The noise protection team from the Airport Company is glad to help residents with any of their questions. The team is ready to serve owners who have received compensation as well as residents who have received a claims adjustment for construction measures. The information events about the noise protection programme have also proved to be valuable. As of the end of 2015, about 1,500 neighbouring residents had been welcomed to a total of 21 events.



FBB conducts information events in the communities surrounding BER and personally invites the residents to attend. All visitors have the opportunity to receive answers to their specific questions.

Practical testing

The South Runway of BER Airport was used in 2015 so that the required renovation of the North Runway could be carried out. At that time, aircraft noise measurements were taken along the South Runway. The maximum noise levels measured at that time were a significant 6 to 11 decibels lower than had been assumed when dimensioning the noise protection measures.¹⁾ FBB therefore assumes that the noise protection measures are sufficiently broad in their scope.

¹⁾ So-called special traffic (e.g. relief flights of German Red Cross) is excepted in accordance with the planning stipulation decision.

→ Contact:

The noise protection team is ready to provide information and answers to every neighbouring resident who has questions about his or her claim adjustment and the implementation of the construction measures. Residents who receive compensation instead of a claim adjustment for construction measures can take advantage of a voluntary consulting service provided free of charge by the Airport Company. All pertinent information and names of contacts can be found on the Neighbourhood Portal:

<http://nachbarn.berlin-airport.de>

Information about the noise protection programme for neighbouring residents

Phone: 030 | 6091-73500

(Tuesday to Thursday from 9 a.m. to 4 p.m.)



Neighbouring residents can come to the DIALOG-FORUM for advice.

Dialogforum Berlin Brandenburg Airport Working together to shape the airport region

The Dialogforum Berlin Brandenburg Airport is a communications platform of the Airport Company and its shareholders, the States of Berlin and Brandenburg and the German government as well as the communities and districts around BER Airport. The work of the Dialogforum is driven by the awareness of the joint responsibility of all players for the positive development of the airport region. The inter-

action and communication serve to focus attention on the BER surroundings as a whole so that the dynamic development of the region can be steered actively. The Dialogforum is a political arena in which its members, the work committee and work groups discuss topics ranging from infrastructure to noise protection. When there are so many divergent interests involved as here, heated discussions

and protracted reconciliation procedures are simply a part of the process that leads to mutually satisfactory solutions.

The Dialogforum has three work groups (AGs) whose responsibility it is to deliberate on all matters arising in the area around the airport during the construction and later operation of BER Airport. AG 1, "Reconciliation of Interests", reviews the possibilities for

reconciling the interests of the airport operator and the surrounding communities. There are also discussions of examples from a number of international airports where there have been compensation payments made to local residents and communities. In AG 2, "Aircraft Noise", the "realisation of the installation of noise protection" for residences and the "overall noise level" (rail, road, air traffic) are considered. In AG 3, "Community and Inter-community Development", discussions at the moment evaluate the plans for infrastructure in the "Joint Structure Concept of the Airport Environs". The objective here is to find solutions for dealing with the challenges that will arise from the opening of BER such as traffic connections for motor vehicles, public transport or bicycles. Working together with DIALOG-FORUM, FBB has established a citizens' counselling centre at the office of the Dialogforum Berlin Brandenburg Airport at Mittelstrasse 11 in Schönefeld. Neighbouring residents can speak to the district counselling services and obtain advice about noise protection matters as well as viewing an exhibition showing the implementation of construction measures for the noise protection programme. The noise protection officer is also based at this office. The unbiased expertise and counselling services provided here,

→ Contacts:

Dialogforum Berlin Brandenburg Airport

Mittelstraße 11

12529 Schönefeld

Phone: 030 | 6091-75988

www.dialogforum-ber.de

Counselling Service of Districts

Teltow-Fläming and Dahme-Spreewald

Phone: 030 | 634 107 900



The noise protection house demonstrates what rooms are protected from aircraft noise and how.

by people who are independent of the airport, means that the counselling centre is recognised as a competent

source of information on noise protection for people affected by aircraft noise in the region.

Environment







The number of passengers at Schönefeld rose significantly in 2015. Thanks to higher utilisation of capacity, however, the number of aircraft movements was still lower than the figures for 2010.

Aircraft noise management Monitor, calculate, reduce

Schönefeld and Tegel Airports recorded an increase in passengers of 5.5% in 2015. Improved use of aircraft capacity and the deployment of larger aircraft continuously increase the efficiency of Berlin air traffic. Although the passenger volume since 2006 has risen by 60%, the number of aircraft movements has risen by only four per cent.

Noise measurement SXF

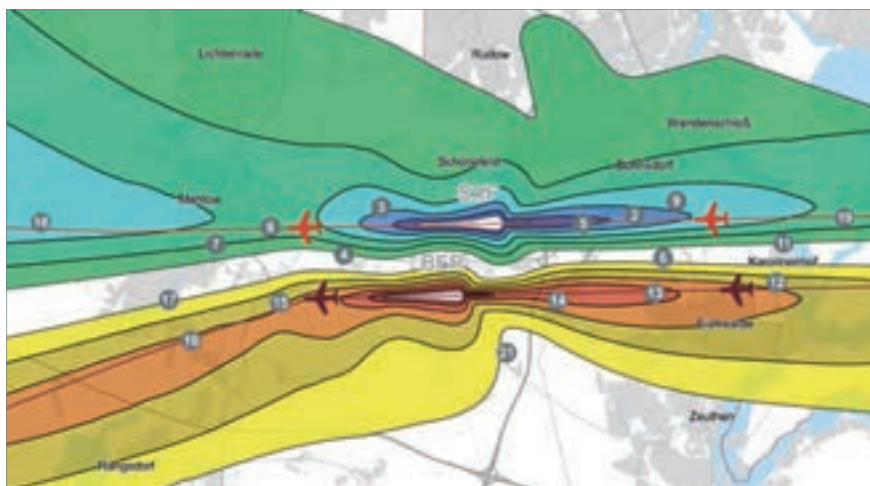
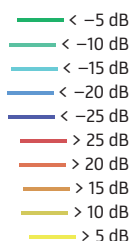
In 2015, 5,828 more aircraft than in the previous year were handled at Schönefeld. These traffic figures come

close to the value from the year 2010. The increase in aircraft movements occurred exclusively during daytime operation. The development of the continuous noise level for the year in 2015 cannot be shown because traffic was diverted to the South Runway in the period from 2 May to 23 October so that the North Runway could be renovated. The temporary utilisation of the South Runway in 2015 revealed that the measured maximum noise level is significantly lower than assumed when calculating the noise protection measures. Depending on the measure-

← Picture pages 36/37: Biomonitoring is used as an aid in the study of the degree of exposure to pollutants of grass as animal feed – and what contribution air traffic makes to this exposure.

North Runway renovation changes aircraft noise contours

South Runway operation: changed aircraft noise impact for flight direction west. The difference in the calculated daytime continuous noise level is shown.



Continuous Noise Level Tegel*

ment point, the maximum noise level was six to eleven decibels below the values assumed during the calculation for the noise protection measures. So-called special traffic (e.g. relief flights of German Red Cross) is excepted in accordance with the planning stipulation decision. FBB sees this a confirmation that the noise protection measures were adequately dimensioned.

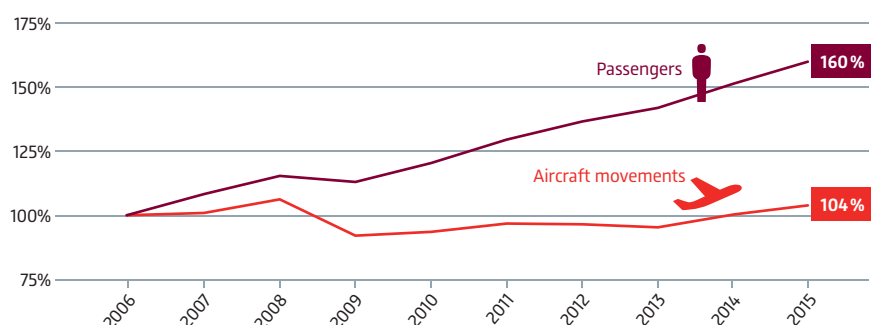
Continuous noise level TXL

The mean equivalent continuous noise level at the measurement points in the surroundings of Tegel Airport remained almost the same (+0.1 dB(A)) in comparison with the mean of the previous year. Night-time aircraft movements rose by about 2.4% in 2014, a slightly slower rate than that of the total aircraft movements. In the six months with the highest traffic volumes (May to October) used for the calculation of the continuous noise level, there was an increase of 14.6% in the night-time aircraft movements. This led to a rise in the average night-time continuous noise level of 0.6 dB to 56.6 dB(A).



* The calculation of the mean equivalent continuous noise levels for the years 2011 to 2015 excluded the measurement points 44 and 46 (taken out of operation in 2012/2013) for comparison purposes.

Increasingly Efficient: Berlin's Air Traffic





The majority of the aircraft used in Berlin are to be classified in the quieter Noise Classes 1 to 3 as exemplified by this milestone aircraft at Germania.

Noise-related charges raised sharply




The number of deployed aircraft causing especially high noise emissions has declined significantly at Tegel and Schönefeld Airports during the past five years. For instance, the number of aircraft movements in Noise Class 4 at Schönefeld Airport has been cut in half since 2011. At Tegel Airport, movements in Noise Classes 4 and 5 have declined to about one-third of the original value. During the same period, the number of aircraft movements involving aircraft in the quieter Noise Class 3 has risen significantly at Tegel Airport. This figure has remained more or less at the same level at Schönefeld Airport. Half of the development at Tegel Airport is undoubtedly because louder aircraft (Noise Class 4) have been replaced by more modern aircraft

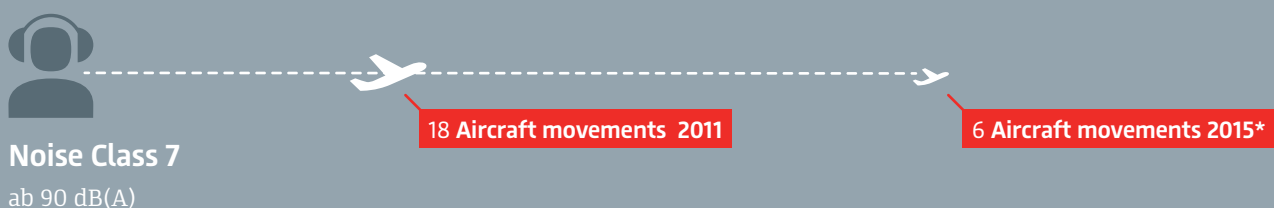
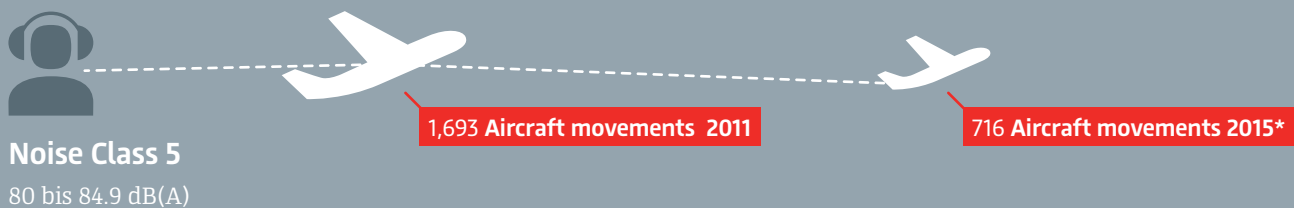
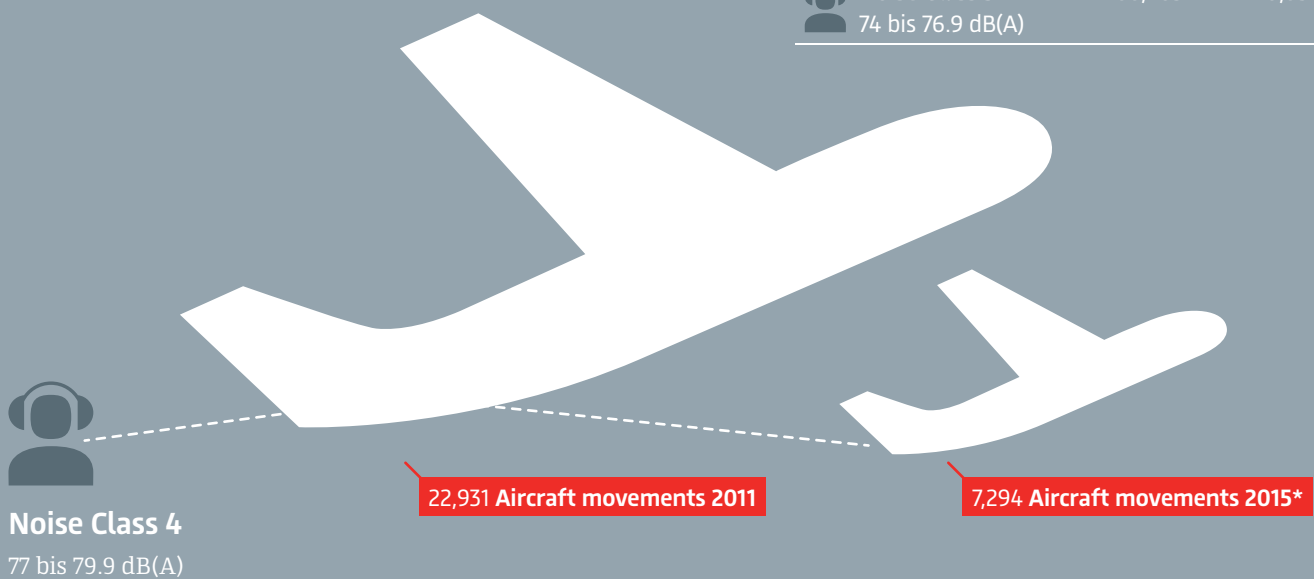
(Noise Class 3). The other half of the rise in Noise Class 3 is a consequence of the general rise in traffic figures. At Schönefeld Airport, on the other hand, there has been a slight increase in aircraft movements in Noise Class 5, resulting almost exclusively from the deployment of the aircraft model McDonnell Douglas MD-82 for charter flights operated by the airline Bulgarian Air Charter. The relief flights carried out at Schönefeld Airport in 2015, which led to four aircraft movements in Noise Classes 6 and 7, represent unavoidable exceptions. An analysis of the development of the continuous noise level for the years between 2011 and 2015 at Tegel Airport reveals that the improvements from the deployment of quieter aircraft are in part cancelled out by the increase

in aircraft movements so that the continuous noise level has remained approximately the same in recent years. The charges for Noise Classes 6 and 7 were increased sharply in 2015. In addition, there was an adjustment in the charges at Tegel and Schönefeld Airports. Various aircraft models were reclassified in higher noise classes back in 2014. This increases the pressure on the airlines to deploy quieter aircraft, especially during the night-time periods. The adjustments led to major changes in the aircraft noise statistics which were calculated back to the noise classes in 2011–2013 for the years 2014 and 2015. The current classification of the noise classes is shown in the last column of the table “Aircraft Movements According to Noise Classes” below.

Aircraft Movements by Noise Classes

Number of Loud Aircraft Declining

Noise Class	Aircraft Movements	
	2011	2015*
 Noise Class 1 bis 70.9 dB(A)	13,143	14,964
 Noise Class 2 71 bis 73.9 dB(A)	16,774	26,791
 Noise Class 3 74 bis 76.9 dB(A)	188,403	210,857



* Noise classes were redefined in 2014. The number of aircraft movements in the noise classes in 2015 were determined for comparison purposes on the basis of the noise class classification 2011–2013.



The mobile measurement points are set up at changing locations around the airport.

Transparency for the neighbouring residents

Airports are required by law to operate measurement points at the airport and its surroundings for the purpose of documenting the aircraft noise. Accordingly, Flughafen Berlin Brandenburg GmbH has installed a total of 25 stationary measurement points in the environs of Schönefeld and Tegel Airports (per 31 December 2015). The measurement results are submitted to the pertinent government authorities and the Aircraft Noise Commission monthly and published on the internet.

<http://nachbarn.berlin-airport.de>

Stationary measurements

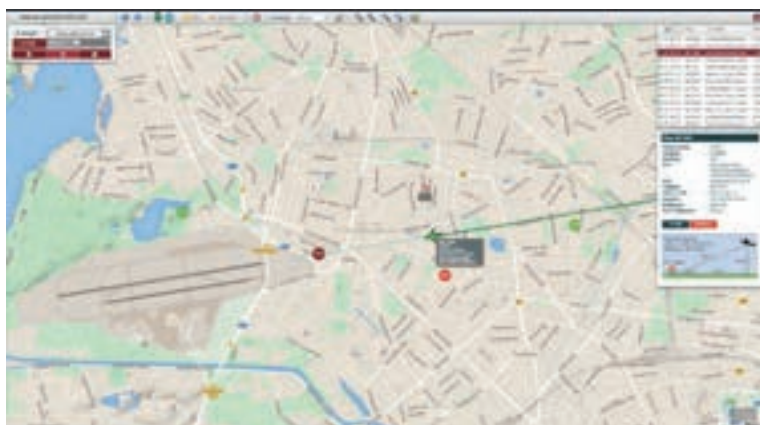
The locations of the stationary measurement points for documentation of the aircraft noise are determined in consultation with the Aircraft Noise Commission, which includes representatives from the neighbouring communities. Measurement points must always be placed along the approach and departure routes and in selected communities affected by aircraft noise. During the selection of

the locations, other sources of noise such as main traffic arteries or railway lines are avoided because they lead to a distortion of the results. The measurement data are retrieved from the measurement points once a day and attributed to the aircraft movements on the basis of the radar data from the Deutsche Flugsicherung. Noise results coming from noise sources other than air traffic are determined subsequently and deleted from the statistics. Moreover, weather data are taken into consideration so that any distortion of the measurement results is avoided. This form of aircraft noise monitoring enables FBB to provide information about noise emissions of every aircraft movement and to document the development of the aircraft noise situation reliably and continuously. The data are used in particular for the calculation of the take-off and landing fees, which are related to noise, and for handling complaints.

Mobile measurements

In addition to the measurements at the stationary measurement points, the

Airport Company carries out mobile measurements; as a rule, the aircraft noise incidents are recorded over a period of one month. The equipment meets the requirements for stationary measurement points with respect to the noise measurement technology. The mobile measurement vehicles are deployed at the request of the Aircraft Noise Commission, the communities or at the suggestion of affected persons. The Airport Company has taken measurements at 62 locations since 2010 for the purpose of documenting changes in the noise levels in the BER surroundings. In 2015, the South Runway of BER was operated for about six months while the North Runway was being renovated. In addition to the stationary measurements in the extension of the South Runway, measurements were taken by mobile units at 12 locations along the flight paths of the South Runway. The BER flight patterns are indicated on the map. With respect to the "north diversion" around Mahlow in the night-time period, a so-called zero measurement was made in Mahlow-Nord (Roter Du-



TRAVIS Tegel Airport Reporting of flight paths and noise measurement values on the internet.



BER Aircraft Noise Forecast: levels of aircraft noise expected with the operational startup of Berlin Brandenburg Airport.

del) to document the prior noise level in the area without aircraft noise. The aircraft noise vehicle was deployed in Pankow in the approach area of Tegel Airport in 2015..

Aircraft movements live

The current aircraft movements for Schönefeld and Tegel can be retrieved with a delay of only a few minutes with the aid of the information tool Travis. Anyone interested in the information can determine with only a few mouse clicks what type of aircraft and what airline are involved, the departure or the destination, the flight

altitude, the speed, and the approach or climbing angle. Users can place a house at any spot on the map and display the altitude at which an aircraft flies over the house or what the lateral distance of the house from the approach or departure line is. The data from the aircraft noise measurement points are also displayed.

Aircraft Noise Forecast for BER

The "Aircraft Noise Forecast for BER" contains information about the development of aircraft noise after operational startup of the new airport. The

Aircraft Noise Forecast can be used to estimate for any address in the vicinity of BER how high the aircraft will be flying over the house and — if the entered address is within the described flight corridor — what maximum noise level will occur at that location. The forecast equivalent continuous noise level for any address entered can also be calculated.

Operating direction forecast

The operating direction forecast shows the direction in which aircraft will presumably be taking off. This information is helpful for residents living near the airport who are located to the north or south of the approach and departure routes rather than directly under them. As a rule, landings in these areas are perceived to be significantly quieter than take-offs. The Airport Company implemented this service at the suggestion of citizens.

Flight noise information and complaint systems

Relief aid flights with large transport aircraft, weather fronts, change in the wind direction causing a change in the operating direction in which aircraft take off and land — all of these factors can cause situations in which neighbours in the proximity of Schönefeld and Tegel Airports can feel disturbed. The Airport Company welcomes information and criticism from neighbouring residents and has set up the aircraft noise and complaint system so that with its help questions or complaints can be processed efficiently and the company can respond quickly to them.

You will find more information on the Neighbourhood Portal at

<http://nachbarn.berlin-airport.de>

Air Quality Monitoring

Everything at acceptable levels

In 2011, the Airport Company initiated an air quality and environment study programme with BER in mind for the purpose of examining long term the air quality and the environmental impact of air traffic.

Air quality measurement point

The pollutants typically produced by air traffic — carbon monoxide, nitrogen oxide, ozone and fine particulate matter — resulting from flight operations, vehicular traffic and background pollution are continuously measured at the air quality measurement point “Schönefeld Airport” located at the eastern end of the future North Runway at BER. These emission measurements are analysed on the basis of threshold values set forth in the 39th Federal Emission Control Act (BImSchV). This work is being conducted under the supervision of the State

Agency for the Environment of Brandenburg (LfU). The results are updated daily on the Airport Company’s internet site. Benzene, benzo(a)pyrene (the lead substance of PAHs), hydrocarbons and soot are collected over longer periods and examined by the State Laboratory Berlin-Brandenburg. The carbon monoxide, nitrogen oxide, ozone and fine particulate matter concentrations at Schönefeld Airport in 2015 were comparable with the suburban monthly mean values determined at the air quality measurement points of the LfU in Blankenfelde-Mahlow. The upper threshold for fine particulate matter PM 10 was exceeded on eleven days of the year. The permissible limit is 35 days. The 8-hour mean value for ozone stipulated by legislation was exceeded 22 times, a value that is also comparable with the air quality measurement point in Blankenfelde-Mahlow (exceeded 21

times) or the background measurement point Hansenholz Buckow (exceeded 22 times). The trigger threshold is 25 times. The threshold values and the trigger thresholds for the 39th BImSchV were not exceeded for any of the measured pollutants at Schönefeld Airport in 2015, although at times increased emissions were determined at the air quality measurement point because of the construction work going on for the renovation of the North Runway.

Biomonitoring

Biomonitoring focuses on the actual impact of air pollutants on the living environment in the environs of the airport. The biomonitoring procedure will help to answer the question whether — and if so, to what extent — grass as animal feed or kale as food is exposed to pollutants and the degree to which air traffic is responsible.



A grass culture is harvested at the elementary school in Schulzendorf after four weeks for biomonitoring.

In the summer of 2015, comparative studies in the extension of the South Runway were the focal point. During the temporary utilisation of the South Runway, studies were undertaken to determine whether the changes in operation had measurable effects on the standardised grass cultures set out at ten locations. The cultures were each harvested after four weeks and analysed in the laboratory. Two measurement points were set up at a sufficient distance from the airport, settlements and streets so that the general pollution levels in the region could be measured (background pollution). The results of the analyses can be evaluated indirectly by comparing them with other recent German examinations and on the basis of evaluation and test values for foods. Biomonitoring is also an aid for determining the risk potential for human beings. The biomonitoring in 2015, just as in

the previous years, demonstrated that Schönefeld Airport does not have any relevant impact (emission effects) on raising pollutant levels in the region. The studies are conducted by an independent environmental institute.

Bee monitoring

Bee monitoring studies whether the operation of an airport has an adverse effect on the quality of the honey produced in the region. As part of the bee monitoring since 2011, pollen, wax and honey from the environs of BER have been analysed for pollutant residues which can find their way through the air into the environment and subsequently into the food chain. Hives themselves as well as collected pollen, wax and honey were examined at three locations: one location on the operational premises of Schönefeld Airport, one location south of the airport that will be directly below flight

patterns when BER Airport opens and one location in Schorfheide in a landscape which is largely unaffected by road and air traffic or settlements. Monitoring has begun even before the operational startup of BER so that any possible changes in the residue content can be documented. It will consequently be continued after the operational startup of BER. The results of the residue analysis show that airport operations do not have any impact on the quality of honey as a food product from the airport region. The content of the examined substances in honey, pollen and wax is at safe, low levels. The reports on the biomonitoring and bee monitoring have been made available in their unabridged form on the Neighbourhood Portal of the Airport Company.



The estate park "In den Gehren" was dedicated in May 2015 and has since been populated by the wild horses "Liebenthaler Wildlingen".

Compensatory and replacement measures

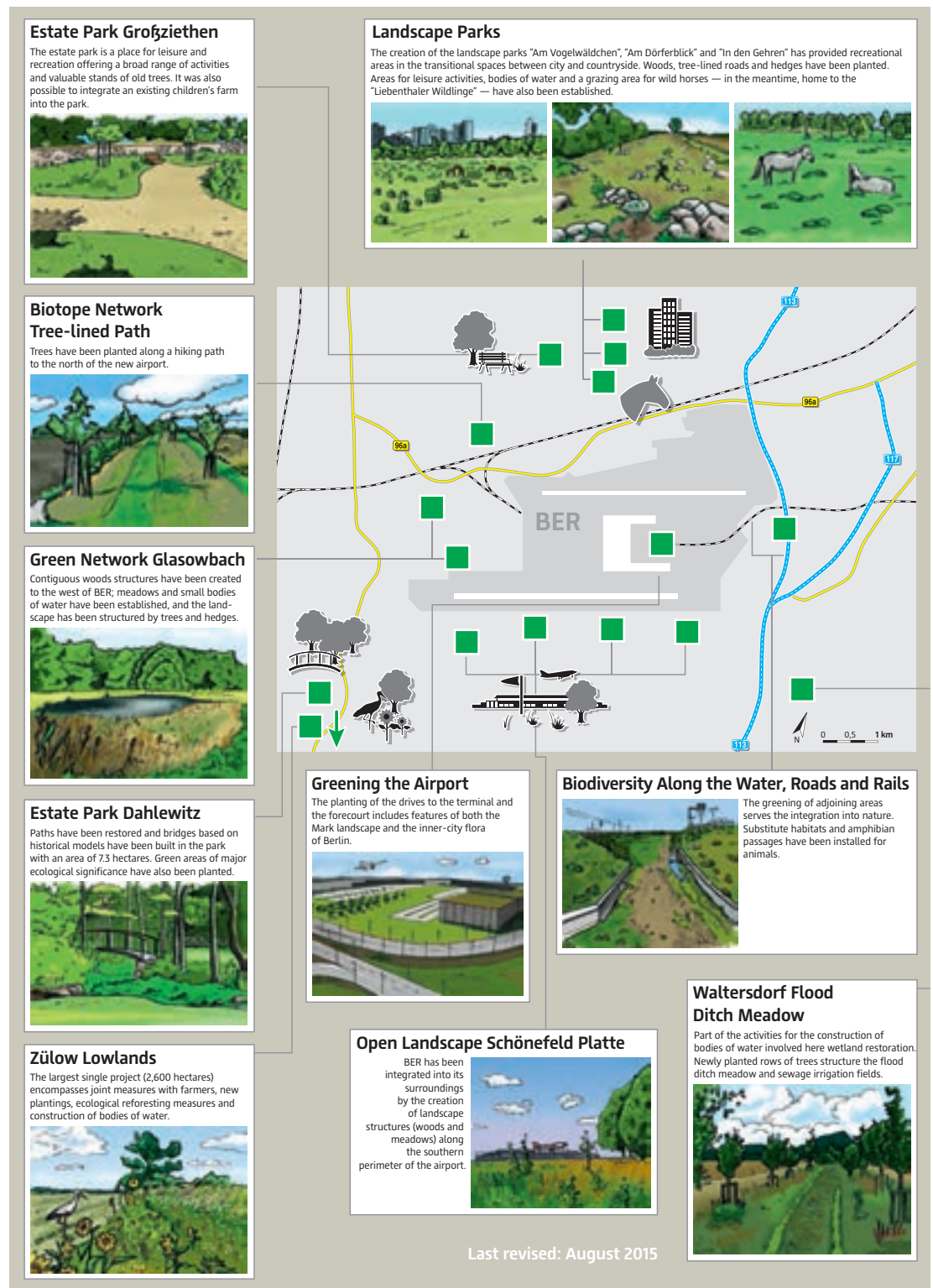
The Green Ribbon

The Airport Company is conducting a number of different projects aimed at providing ecological compensation for the inevitable changes in the landscape resulting from the expansion of the new Berlin Brandenburg Airport. Compensatory and replacement measures on a total area of about 500 hectares in the immediate surroundings of the airport act like a green ribbon to integrate the airport into the landscape.

In total, three landscape parks have been created and two historical estate parks have been restored. Hedges, rows of

trees or wetlands previously located like islands in the intensively cultivated agricultural landscape have been connected by extensive plantings on 56 kilometres and with eight new small bodies of water so that a large-area composite of biotopes has resulted. The populations of indigenous animal species will be protected long-term by these measures. The Airport Company will ensure over a period of 25 years that the created small bodies of water, the newly planted trees and bushes and the ecological reforestation develop optimally.

The largest single project in the compensatory and replacement measures is the landscape development and ecological upgrading of the Zülow lowlands. This open lowlands landscape with an area of about 2,600 hectares is located to the south of the airport between Mittenwalde, Dabendorf and Gross Machnow/Rangsdorf. The objectives of the upgrade are the improvement of the living conditions for flora and fauna and the enhancement of the value of experiencing the nature of the Zülow lowlands. The planning stipulation decision was



The Green Ribbon around BER.

issued in 2011; the realisation of the measures has been going on since that time. Furthermore, the planning stipulation decision includes a compensatory charge for sealed areas which the Berlin Airports will pay to the Naturschutzfonds Brandenburg over a period of 14 years.

Landscape aesthetics and ecological value play key roles in the design of the new park areas on the airport premises. In the area of the so-called "Midfield Gardens" east of the terminal, for instance, a landscape of sand dunes and pines typical of the marches has been created. The connecting axes in

the representative area of the Airport City are lined by the lime tree avenues typical of the march region. A total of more than 1,300 trees have been planted on the airport premises, putting their mark on the structure of the area and making an important contribution to the micro-climate at the airport.

About Us





Corporate structure

An introduction to the Airport Company

Board of Management of Flughafen Berlin Brandenburg GmbH



Dr Till Bunse – Head of Commercial, Constanze Schweinsteiger – Head of Human Resources and Organisation, Heike Fölster – Chief Financial Officer, Dr Karsten Mühlenfeld – Chief Executive Officer, Jörg Marks – Head of Equipment and Construction, Elmar Kleinert – Head of Operations (from left to right)

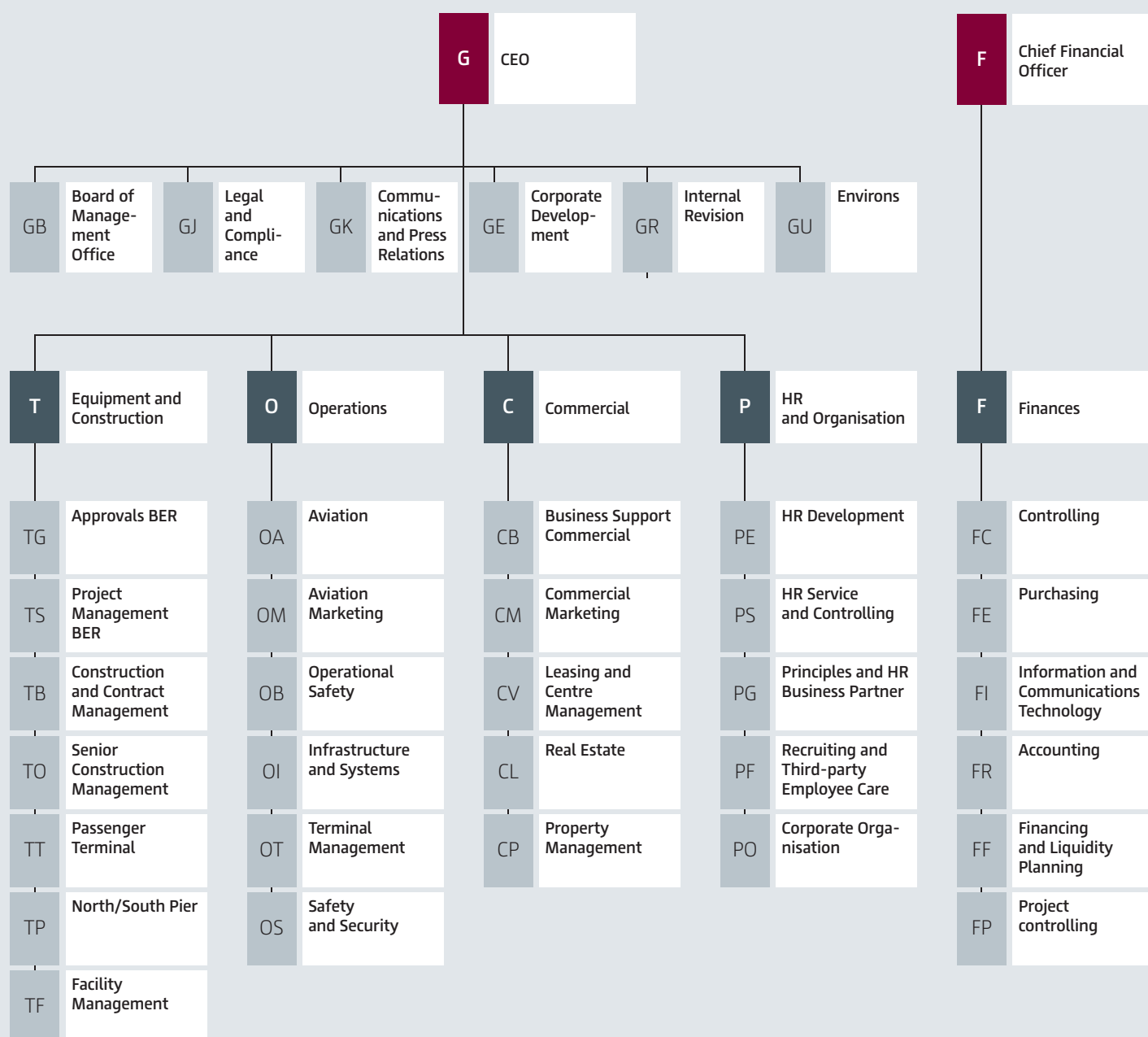
The Airport Company operates the two airports in Schönefeld and Tegel and is building Berlin Brandenburg Airport. Several years ago, a corporate restructuring scheme was started, and this was completed in 2015. In future, FBB will be organised in the divisions Operations and Commercial, the central divisions Finances, Human Resources and Organisation, the service division Equipment and Construction and the company staff offices. The key objectives are to ensure faster decision-making processes by establishing unambiguous lines of responsibility and clear interfaces in combination

with increased commercial performance capability from a sharper focus on customers.

One important objective of FBB's management is to boost the company's earning power and traditional airline business. Only a few decades ago, non-aviation activities contributed only a fraction of the total earnings; their share today is as high as 60%. FBB is planning to strengthen and expand these activities and, for the first time in its history, establish a uniform sales structure in the new Commercial division.

Flughafen Berlin Brandenburg GmbH

Company Organisational Chart





After successfully completing vocational training as an aviation merchant the next step can be to work as a follow-me driver in the traffic sector.

HR

Working for the Airport Company

In 2015, 183 new employees were hired by the Airport Company, increasing the total headcount by 2% to 1,843 (per 31.12.2015). In addition, 85 vocational trainees and students in dual study programmes were employed per the closing date.

The submission of over 3,300 applications, 500 of which were speculative applications, is an indication of how at-

tractive FBB remains as an employer. HR activities in 2015 focused on executive development and the reorganisation of the Airport Company. A new HR strategy which is designed to meet the challenges of the future was developed in 2015; its objectives are to take into account the constantly changing demands on modern HR work and remain competitive in this key area.

Vocational training

FBB regularly recruits young employees from its own workforce. High school graduates receive vocational training in eleven different professions. In addition to the programmes for aviation merchants, merchants for office management, electronics technicians for information and systems technology, electronics technicians

for plant technology, motor vehicle mechatronics technicians for commercial vehicles and mechatronics technicians, FBB offers dual study programmes at the Berlin School of Economics and Law in the fields business administration/industry, business administration/real estate management, business administration/facility management, computer science and business informatics.

In 2015, 31 vocational trainees and students in dual study programmes were newly hired. Twenty-two vocational trainees and students in dual study programmes successfully completed their educational programmes. All graduates were offered permanent employment.

HR development

An executive development programme was initiated in May 2015. Its aim is to anchor the FBB leadership culture, to communicate and enhance leadership skills and to encourage network building. The executive development programme is an effective means of promoting dialogue among executives, enhancing solidarity among executives and raising awareness of self-responsibility and opportunities for shaping development. In 2016, the focus will be on establishing a shared FBB identity and building specific change management skills. Moreover, compliance training programmes specifically for executives were held in 2015. A greater need for development in the areas of team development and project management, including the qualification programme IPMA Level D, has been identified.

New culture of communication

Twice a month, 50 employees are

invited to a meeting with the Board of Management for an open and frank dialogue and to discuss current events within the company. The employees are invited to ask background questions and discuss the situation. This format is highly valued by employees and the Board of Management because it makes a major contribution to an open corporate culture, and promotes understanding for corporate activities and solidarity.

Company health management

A modified concept for the company health management scheme was pre-

pared in 2015. A company sports club was founded, and individual preventive measures such as fitness courses and mobile massages were integrated into the concept. One important focal point will be to enhance executive sensitivity for health issues. The cooperation with health insurance companies is to be expanded.



Successful renovation of the North Runway: the project team from the divisions Facility Management and Aviation.



Airport CEO Dr Karsten Mühlenfeld and Constanze Schweinsteiger, Head of HR, in dialogue with employees at "Nachgefragt".



You can use the WiFi at the airports SXF and TXL free of charge for one hour.

How can we help? How to reach us

"What terminal does my flight leave from?" "What train will take me from the airport to the city centre fastest?" "Who do I contact to book a tour of the airport?" These and other questions cross our associates' desks every day. Whether on the phone, by email, on a social network or personally at the passenger information counter — we try to answer all of your questions as quickly as possible.

Airport Information

The employees in our Airport Information Centre will help you with information about arrivals and departures and getting to and from the airport or will connect you to the right person to answer your questions – around the clock, seven days a week.

Phone: 030 | 6091-1150

(local rate applies; higher rates may be charged for calls from mobile phone networks)

Service on Twitter

Queries about Berlin Tegel Airport and Berlin Schönefeld Airport can also be submitted via Twitter. The airports can be reached around the clock at @berlinairport, and all service questions in German and English are answered quickly. Simultaneously, the Airport Company actively publishes information via Twitter and on Facebook in case of restrictions on

air travel because of strikes, terminal lockdown or other events.

www.twitter.com/berlinaairport

YouTube and Facebook

We accompany employees with a camera on our YouTube channel, report on maiden flights or offer travel tips. Our Facebook page reports on all the latest happenings, enters into a dialogue with our fans and of course organises contests. Recent as well as historical photos of the airports are especially popular.

www.youtube.com/berlinaairport

www.facebook.com/berlinaairport

Information for media representatives

You will find all of the press releases, basic information, photos, videos and order forms for the latest publications on our internet site. Your contact to the Press Office:

Flughafen Berlin Brandenburg GmbH
Communications and Press Relations
– Press Office

Phone: 030 | 6091-70100

Fax: 030 | 6091-70070

The airport experience

The simplest way to get a breath of airport air is to go to our Visitors Terraces in Schönefeld and Tegel. In addition, various tours are offered at Schönefeld Airport and at BER.

Information and booking

Monday to Friday

at 030 | 6091-77770

or www.berlin-airport.de



The terminal management team will be glad to answer all of your questions.



Aircraft on the apron and during take-off and landing can be watched from the Visitors Terraces at SXF and TXL.



KAB

Handgepäck
mit Bordkarte
Bitte beachten: Handgepäck mit Bordkarte

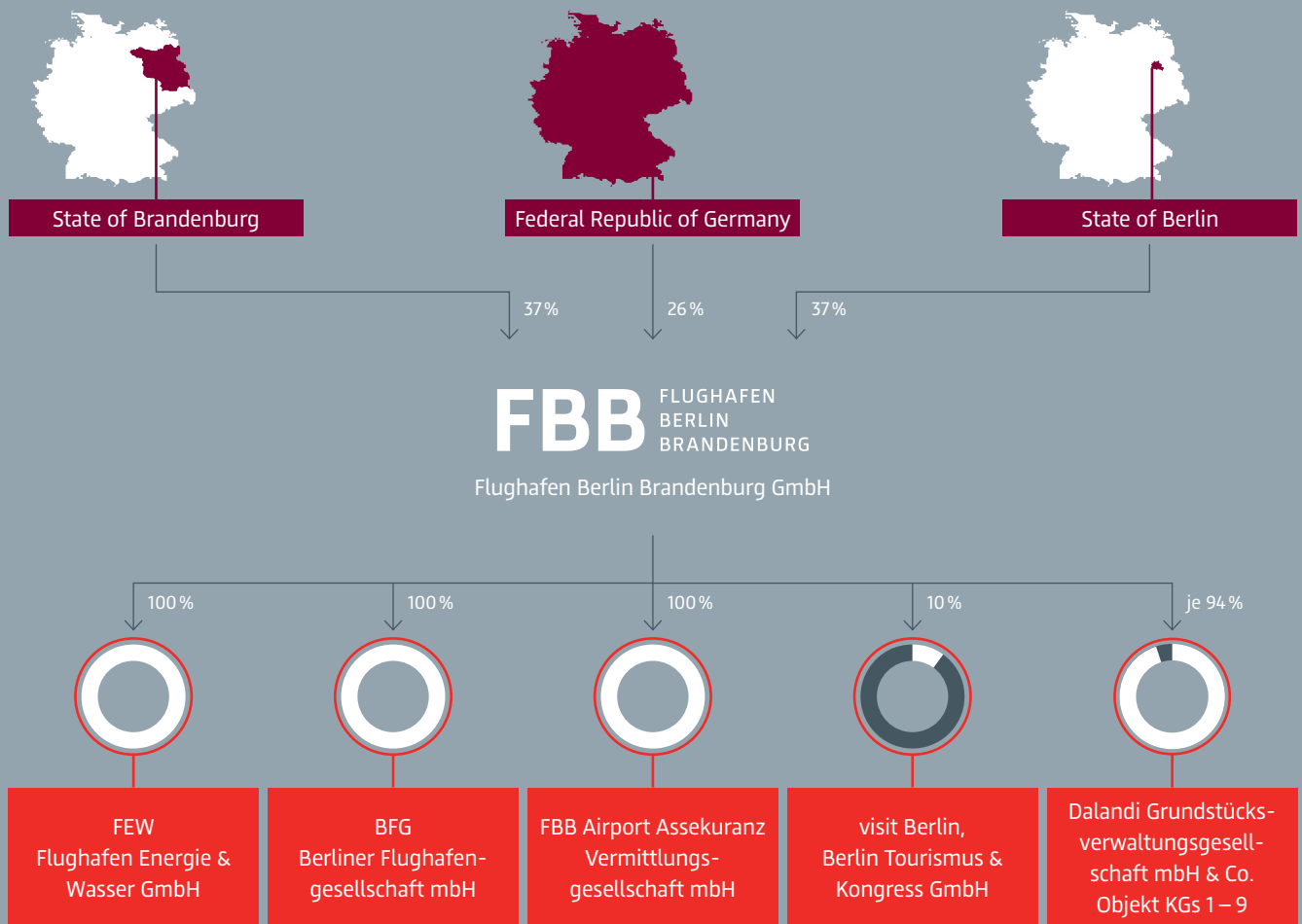


C ↗

D →

Anflug	
Flughafen	Flugnummer
Frankfurt	LH 100
München	LH 101
Berlin	LH 102
Paris	LH 103
London	LH 104
Amsterdam	LH 105
Brüssel	LH 106
Madrid	LH 107
Rom	LH 108
Napoli	LH 109
Neapel	LH 110
Palermo	LH 111
Catania	LH 112
Syracusa	LH 113
Perth	LH 114
Adelaide	LH 115
Melbourne	LH 116
Sydney	LH 117
Auckland	LH 118
Wellington	LH 119
Dunedin	LH 120
Christchurch	LH 121
Invercargill	LH 122
Queenstown	LH 123
Glennie	LH 124
Wendell	LH 125
Stirling	LH 126
Edinburgh	LH 127
Glasgow	LH 128
London	LH 129
Amsterdam	LH 130
Brüssel	LH 131
Madrid	LH 132
Rom	LH 133
Napoli	LH 134
Neapel	LH 135
Palermo	LH 136
Catania	LH 137
Syracusa	LH 138
Perth	LH 139
Adelaide	LH 140
Melbourne	LH 141
Sydney	LH 142
Auckland	LH 143
Wellington	LH 144
Dunedin	LH 145
Christchurch	LH 146
Invercargill	LH 147
Queenstown	LH 148
Glennie	LH 149
Wendell	LH 150
Stirling	LH 151
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Shareholder structure



Operations Structure



Our Figures





Flughafen Berlin Brandenburg GmbH, Schönefeld

Consolidated Balance Sheet per 31 December 2015

Assets		31.12.2015 €	31.12.2014 €
A.	Fixed Assets		
I.	Intangible assets		
1.	Purchased concessions, industrial property and similar rights and assets, and licences in such rights and assets	150,158,565.17	55,234,524.84
2.	Payments on account	376,217.50	412,576.62
		150,534,782.67	55,647,101.46
II.	Tangible assets		
1.	Land and buildings, including buildings on third-party land	1,232,164,975.80	1,254,717,637.59
2.	Technical equipment, plant and machinery	396,778,643.15	383,918,553.60
3.	Other equipment, fixtures, fittings and equipment	38,440,479.56	41,521,158.00
4.	Payments on account and assets in process of construction	2,110,321,819.05	1,874,228,088.36
		3,777,705,917.56	3,554,385,437.55
III.	Financial assets		
	Participations	51,200.00	51,200.00
B.	Current assets		
I.	Inventories		
	Raw materials and supplies	1,742,029.50	1,556,421.70
II.	Receivables and other assets		
1.	Trade accounts receivable	18,288,469.37	30,976,969.48
2.	Other assets	63,703,098.85	69,670,567.32
		81,991,568.22	100,647,536.80
III.	Cash on hand, cash in banks	158,093,530.23	21,136,039.58
C.	Prepaid expenses	12,095,367.68	15,377,070.55
		4,182,214,395.86	3,748,800,807.64

← Picture pages 60/61: Freshly applied markings on the SXF runway that was renovated in 2015.

Shareholders' Equity and Liabilities		31.12.2015	31.12.2014
		€	€
A.	Shareholders' equity		
I.	Subscribed capital	11,000,000.00	11,000,000.00
II.	Capital reserves	1,872,578,358.41	1,531,078,358.41
III.	Accumulated deficit	-729,842,167.49	-592,241,253.51
IV.	Deferred items for shares of the other shareholders	-1,282,773.27	-1,218,640.12
		1,152,453,417.65	948,618,464.78
B.	Special account for investment subsidies	93,250,217.50	96,256,925.85
C.	Provisions		
1.	Provisions for pensions	5,667,806.00	5,374,246.00
2.	Tax provisions	406,367.53	1,767,143.63
3.	Other provisions	148,029,828.47	131,441,917.57
		154,104,002.00	138,583,307.20
D.	Liabilities		
1.	Loans and overdrafts	2,540,400,311.58	2,445,540,466.48
2.	Payments received on account	529,440.11	400,000.00
3.	Trade accounts payable	34,322,951.76	17,926,844.74
4.	Liabilities due to shareholders	132,260,703.35	0.00
5.	Other liabilities	17,531,079.92	43,829,652.10
		2,725,044,486.72	2,507,696,963.32
E.	Deferred income	57,362,271.99	57,645,146.49
		4,182,214,395.86	3,748,800,807.64

Flughafen Berlin Brandenburg GmbH, Schönefeld

Consolidated Income Statement for the Fiscal Year

from 1 January to 31 December 2015

		2015 €	2014 €
1.	Sales revenues	326,221,900.51	288,836,681.00
2.	Other own work capitalized	20,760,686.74	16,618,999.76
3.	Other operating income	34,106,624.63	21,510,682.38
		381,089,211.88	326,966,363.14
4.	Cost of materials		
	a) Costs of raw materials and supplies and of purchased merchandise	7,178,407.86	7,123,926.52
	b) Cost of purchased services	63,503,745.67	57,481,876.59
		70,682,153.53	64,605,803.11
5.	Personnel expenses		
	a) Wages and salaries	97,867,075.13	89,767,113.46
	b) Social security, pension and other benefits (of which relating to pensions: € 6,142,374.63; 2014: € 6,598,911.83)	24,115,307.19	23,131,459.07
		121,982,382.32	112,898,572.53
6.	Depreciation on intangible and tangible assets	100,996,085.18	96,404,470.99
7.	Other operating expenses	119,932,403.47	114,816,005.21
8.	Other interest and similar income (of which from discounts: € 122,964.00; 2014: € 371,164.51)	608,235.78	1,944,715.59
9.	Interest and similar expenses (of which from accruals: € 1,885,306.18; 2014: € 2,547,051.40)	102,464,857.49	106,611,513.72
10.	Loss from ordinary business operations	-134,360,434.33	-166,425,286.83
11.	Taxes on income (2015: income)	0.74	0.00
12.	Other taxes	-3,304,613.54	-4,864,155.01
13.	Consolidated loss for the year	-137,665,047.13	-171,289,441.84
14.	Annual results attributable to other shareholders	-64,133.15	-40,047.50
15.	Consolidated profit/loss for the year	-137,600,913.98	-171,249,394.34
16.	Accumulated deficit carried forward from previous year	-592,241,253.51	-420,991,859.17
17.	Accumulated deficit	-729,842,167.49	-592,241,253.51

Flughafen Berlin Brandenburg GmbH, Schönefeld

Consolidated Capital Flow Statement

for Fiscal Year 2015

	2015 €k	2014 €k
Profit/loss of the period	-137,665	-171,289
Depreciation on fixed assets	100,996	96,404
Increase (+)/decrease (-) in provisions	15,521	-10,335
Change in special item for investment subsidies	-5,313	-5,668
Profit (-)/loss (+) from disposal of fixed assets	-1,777	-292
Other cash expenses	0	25,655
Decrease in inventories, trade accounts receivables and other assets	21,753	32,562
Increase (+)/decrease (-) in trade accounts payable and other liabilities	-6,743	1,906
Interest expenses	76,879	80,524
Cash flow from current business activities	63,651	49,467
Payments from disposals of fixed assets	10,872	4,485
Payments for investments in tangible assets	-98,578	-231,356
Payments for investments in intangible assets	-329,721	-29,680
Cash flow from investment activities	-417,427	-256,551
Payments from contributions to equity by shareholders	341,500	259,400
Payments from the taking out of shareholder loans	132,200	0
Payments from the taking out of financing loans	140,000	0
Payments for repayment of financing loans	-40,137	-17,598
Interest paid	-77,239	-80,884
Incoming/outgoing payments from investment subsidies	-947	756
Cash flow from financing activities	495,377	161,674
Change in operating cash	141,601	-45,410
Change in cash from changes in group of consolidated companies	0	0
Cash at beginning of period	16,493	61,903
Cash at end of period	158,094	16,493
Of which cash on hand, cash in banks	158,094	21,136
Short-term current account liabilities	0	-4,643

Flughafen Berlin Brandenburg GmbH, Schönefeld

Consolidated Statement of Changes in Equity for the Fiscal Year from 1 January to 31 December 2015

	Parent company				
	Per 01.01.2015 €	Net result for the year €	Non-operating transfers €	Change in consoli- dated companies €	Hirings €
Subscribed capital	11,000,000.00	0.00	0.00	0.00	0.00
(previous year)	11,000,000.00	0.00	0.00	0.00	0.00
Capital reserves	1,531,078,358.41	0.00	0.00	0.00	341,500,000.00
(previous year)	1,271,678,358.41	0.00	0.00	0.00	259,400,000.00
Accumulated deficit	-592,241,253.51	-137,600,913.98	0.00	0.00	0.00
(previous year)	-420,991,859.17	-171,249,394.34	0.00	0.00	0.00
Consolidated equity	949,837,104.90	-137,600,913.98	0.00	0.00	341,500,000.00
(previous year)	861,686,499.24	-171,249,394.34	0.00	0.00	259,400,000.00

	Minority shareholders				Group
Per 31.12.2015 €	Per 01.01.2015 €	Change in consoli- dated companies €	Net result for the year €	Per 31.12.2015 €	€
11,000,000.00	0.00	0.00	0.00	0.00	11,000,000.00
11,000,000.00	0.00	0.00	0.00	0.00	11,000,000.00
1,872,578,358.41	0.00	0.00	0.00	0.00	1,872,578,358.41
1,531,078,358.41	0.00	0.00	0.00	0.00	1,531,078,358.41
-729,842,167.49	-1,218,640.12	0.00	-64,133.15	-1,282,773.27	-731,124,940.76
-592,241,253.51	-1,178,592.62	0.00	-40,047.50	-1,218,640.12	-593,459,893.63
1,153,736,190.92	-1,218,640.12	0.00	-64,133.15	-1,282,773.27	1,152,453,417.65
949,837,104.90	-1,178,592.62	0.00	-40,047.50	-1,218,640.12	948,618,464.78

Flughafen Berlin Brandenburg GmbH, Schönefeld

Consolidated Notes for Fiscal Year 2015

General information

These consolidated annual accounts have been prepared in accordance with Sections 290 et seqq. HGB [German Commercial Code].

The consolidated income statement was prepared in accordance with the cost summary method.

Companies included in the consolidation

The consolidated annual accounts are prepared by Flughafen Berlin Brandenburg GmbH (FBB).

The companies included in the consolidation (besides the parent FBB) are shown below:

	Share in share-holders' equity
Berliner Flughafen-Gesellschaft mbH, Berlin (BFG)	100 %
Flughafen Energie & Wasser GmbH, Schönefeld (FEW)	100 %
FBB Airport Assekuranz Vermittlungsgesellschaft mbH, Schönefeld (FAA)	100 %
Dalandi Grundstücksverwaltungsgesellschaft mbH & Co. Objekt PNA KG, Wiesbaden	94 %
Dalandi Grundstücksverwaltungsgesellschaft mbH & Co. Objekt PNB KG, Wiesbaden	94 %
Dalandi Grundstücksverwaltungsgesellschaft mbH & Co. Objekt PSA KG, Wiesbaden	94 %
Dalandi Grundstücksverwaltungsgesellschaft mbH & Co. Objekt TNP KG, Wiesbaden	94 %
Dalandi Grundstücksverwaltungsgesellschaft mbH & Co. Objekt MWC KG, Wiesbaden	94 %
Dalandi Grundstücksverwaltungsgesellschaft mbH & Co. Objekt BVD 1 KG, Wiesbaden	94 %
Dalandi Grundstücksverwaltungsgesellschaft mbH & Co. Objekt BVD 2 KG, Wiesbaden	94 %
Dalandi Grundstücksverwaltungsgesellschaft mbH & Co. Objekt BVD 3 KG, Wiesbaden	94 %
Dalandi Grundstücksverwaltungsgesellschaft mbH & Co. Objekt SD KG, Wiesbaden	94 %

FBB is the sole limited partner of the nine limited partnerships. It holds 94% of the capital contribution of a limited partnership (€4,700.00 capital contribution) and 10% of the voting rights in each partnership. Upon the conclusion of the construction work and the subsequent leasing of the buildings to FBB, the Da-

landi Grundstücksverwaltungsgesellschaften GmbH & Co. Objekt limited partnerships are to be classified as special-purpose entities within the sense of Section 290 (2) no. 4 HGB because FBB will bear the majority of the opportunities and risks as provided by the terms of the contracts.

Accounting and evaluation methods

The annual accounts of the companies included in the consolidated annual accounts of FBB were prepared in accordance with uniform accounting and evaluation methods which were not changed from the previous year.

The **intangible assets** were measured at acquisition costs less reductions in acquisition costs, taking into account any depreciation (straight-line method). Intangible assets are depreciated over the ordinary useful life of between one year and a maximum of 30 years.

The **tangible fixed assets** are measured at acquisition or manufacturing costs less reductions in acquisition costs and, if they are limited-life assets, reduced by scheduled depreciation (straight-line method). Proportionate overhead costs as well as the direct costs are included in the own work capitalised taken into account for the manufacturing costs.

The tangible fixed assets are depreciated according to the presumed useful life. Depreciation on additions is always taken pro rata temporis. Low-value assets with a value of up to €150.00 are written off in full in the year of their addition. A collective item which is written off over a period of five years is created every year for fixed assets with acquisition costs per asset ranging between €150.01 and €1,000.00. The disposal of these assets is shown in the fixed assets movement at the end of the five-year utilisation period.

The following periods of useful life (in years) have been applied to tangible assets:

Buildings	10 – 50
Technical equipment, plant and machinery	10 – 25
Other equipment, fixtures, fittings and equipment	4 – 15

In accordance with the consensus decision, Tegel Airport will be closed when the new Berlin Brandenburg Airport opens. The leaseholds concluded between the Company and the State of Berlin or the German federal government provide for compensation based on fair value if and when the buildings and equipment can continue to be used for state or federal purposes. Since there are at this time no concrete concepts for a later utilisation of the equipment and furnishings shown in the balance sheet, the useful life periods have been adjusted. The end of the useful life period for Tegel has been set for the second half of 2017 after completion of BER, followed by a half-year hibernation period.

New construction of major infrastructure elements of the airport is linked to the operational startup of Berlin Brandenburg Airport on the Schönefeld site. The end of the useful life for some of the facilities in the area of the terminal Schönefeld North has been set for the second half of 2017 after completion of BER, followed by a half-year hibernation period, because later use of the buildings and equipment in this area is not planned. The useful life periods of equipment which will be used in the future by the diplomatic service and flight service of Germany have not been changed.

Stock rights in the **financial assets** were measured at the lower of acquisition costs or the attributable value.

Stocks of **raw materials and supplies** in the **inventories** were measured at the lower of average acquisition costs or replacement costs on the balance sheet date. All discernible risks related to raw materials and supplies have been taken into account by reasonable devaluations.

Except for the retention of title clauses usual in business, the inventories are free of any third-party rights.

Receivables and other assets are measured at nominal value. All of the items entailing risks have been given due consideration by the creation of reasonable valuation allowances. Long-term receivables are measured at cash value.

The plots of land for Business Park Berlin designated for sale and disclosed under **Other assets** are measured at the lower attributable value oriented to the fair value for land which is expected to be developed in the near future. This value was determined on the assumption of future development and exploitation as a commercial area.

Cash is disclosed at the nominal amount in the balance sheet

Prepaid expenses include expenditures for expenses after the closing date. A payment originally in the amount of €14.0m was made in 2009 to the lender within the framework of the loan agreements for the financing of BER. This payment is offset against future interest savings. The Company has deferred this amount as expenses similar to interest so that the expenses are distributed over the term of the loans.

Subscribed capital and capital reserves are shown at nominal value.

Investment grants and investment subsidies for fixed assets are shown as special accounts on the liabilities side. They are reversed over the course of the write-offs. The reversal amounts are shown under Other operating income.

All discernible risks have been taken into account for the creation of **provisions**.

Provisions for pensions and similar obligations are measured at the cash values for current pensions, calculated in accordance with actuarial principles at the interest rate of 3.89% (previous year: 4.62%) determined by the Deutsche Bundesbank for equivalent terms. In this case, the option provided by Section 253 (2) second sentence HGB was exercised and the market interest rate for a remaining term of 15 years was applied as a flat rate. A pension trend of 2.0% (unchanged) was assumed. The projected unit credit method (PUC method) was utilised as the measurement procedure, and the calculations are based on the probability data of the reference tables 2005 G of Klaus Heubeck.

The **tax provisions and the other provisions** cover all of the contingent liabilities and obligations. They have been created in the performance amount dictated by reasonable commercial judgement. If the remaining term is more than one year, they are discounted at an interest rate determined by the Deutsche Bundesbank for the pertinent term. The long-term provisions are measured in accordance with the net method, i.e. provisions are discounted and recorded at cash value. Changes from interest expenditures do not result until subsequent years within the context of the accrued interest.

The provisions for partial retirement regulations include commitments from outstanding wage payments based on the collective bargaining agreement regulating partial retirement as well as obligations to pay additional increases of benefits that will presumably arise pursuant to the collective bargaining agreement in force from 1 September 2013. Provisions for partial retirement were measured on the basis of an actuarial assessment pursuant to Section 253 (1) and (2) HGB. The discounting of the provisions to cash value is calculated by applying an interest rate of 3.89% (previous year 4.62%). A salary trend of 1.5% was assumed (unchanged) for the measurement of the partial retirement provisions.

Liabilities are shown at the payment amounts.

Deferred income contains income representing earnings for a certain period after the closing date.

Deferred taxes

There was no measurement of a reimbursement from deferred taxes in conformity with Section 274 (1) HGB. A deferred payment is disclosed as a balance. No deferred taxes from consolidation measures pursuant to Section 306 HGB resulted.

Consolidation principles

Capital was consolidated according to the basis method. The book value of the shareholdings in the consolidated companies disclosed in the FBB balance sheet is offset against the equity disclosed in the balance sheets of these subsidiaries at the point in time of the initial consolidation. The capital consolidation of BFG results in a difference on the liability side in the amount of €21.2m (previous year €21.2m) which is allocated to the capital reserves. The capital consolidation of the Dalandi-Objektgesellschaften results in a difference on the assets side in the amount of €17.6m. The difference was offset against the existing earnings reserves (€2.3m) through application of the de facto option existing at the point in time of the initial consolidation. The remaining amount of €15.3m was offset against the accumulated deficit carried forward.

Shares of other shareholders were measured in the amount of the arithmetic share of shareholders' equity of the consolidated companies.

Receivables and liabilities among the consolidated companies are offset against each other. Sales revenues and other income were offset against the corresponding expenditures.

The closing date for all of the companies included in the consolidation is the same as that of the parent company. All of the annual accounts included in the consolidation were prepared in euros.

Explanatory Comments on the Consolidated Balance Sheet

Fixed assets

The movement of individual items of the fixed assets, including write-offs taken in the fiscal year, is shown in the fixed assets movement.

	31.12.2015 €k	31.12.2014 €k
Intangible assets	150,535	55,647
Tangible assets	3,777,706	3,554,385
thereof land and buildings	1,232,165	1,254,718
thereof payments on account and assets in process of construction	2,110,322	1,874,228
Financial assets	51	51
Total	3,928,292	3,610,084

Unscheduled write-offs in the amount of €990k were taken on tangible assets in fiscal year 2015.

Receivables and other assets

Other assets have a remaining term of less than one year.

	31.12.2015 €k	31.12.2014 €k
Trade accounts receivable	18,289	30,977
thereof short-term receivables	8,289	20,977
thereof long-term receivables	10,000	10,000
Other assets	63,703	69,671
Total	81,992	100,648

The Other assets comprise primarily the land of the Business Park Berlin (€28,811k, previous year €28,647k).

Subscribed capital

The share capital amounts to €11,000k, as in the previous year.

Capital reserves

The capital reserves contain among other elements €1,330.0m in financing contributions from the shareholders for BER. In the fiscal year, €341.5m was allocated to the capital reserves.

Earnings reserves

The earnings reserves contained earnings from the first-time discounting of provisions in 2010 in the amount of €2,336k pursuant to the first-time application of the BilMoG [German Accounting Law Modification Act] in accordance with Art. 67 (1) EGHGB [Introductory Act to the German Commercial Code]. The earnings reserves were offset in fiscal year 2013 against the proportionate difference from the initial consolidation of the Dalandi real estate management companies.

Accumulated deficit

The consolidated accumulated deficit in the fiscal year amounts to €137,665k (previous year deficit of €171,289k). Following inclusion of the share of results of other shareholders (€-64k) and the addition of the consolidated accumulated deficit carried forward from the previous year (€592,241k), the result is a consolidated accumulated deficit of €729,842k.

The amount of €0k is available from the earned equity of the parent company for disbursement to the shareholders.

Investment subsidies and investment grants

Investment grants and investment subsidies for fixed assets (€93,250k; previous year €96,257k) are shown as special accounts on the liabilities side. They are reversed over the course of the write-offs.

Tax provisions

Tax provisions include contingent land tax liabilities for the sites Schönefeld and Tegel (€387k; previous year €872k) and provisions for electric power tax.

Other provisions

Other provisions are related primarily to:

	31.12.2015 €k	31.12.2014 €k
Risk provisioning due to the postponement of the operational startup of BER	59,823	30,446
TransFair BER	13,278	12,981
Unpaid invoices	12,849	13,091
Partial retirement	9,254	12,706
Services not yet performed for the BER rail connection	1,492	1,535
Contingent loss provisions for underground fuelling	804	2,011

Liabilities

Details of the remaining terms are shown in the liabilities movement.

Liabilities movement in €k

Type of liability	Remaining term			Total	
	Up to 1 year	1 to 5 years	More than 5 years	31.12.2015	31.12.2014
1. Loans and overdrafts (previous year)	53,540 (47,812)	1,589,241 (1,433,737)	897,619 (963,992)	2,540,400	2,445,541
2. Liabilities from payments received on account (previous year)	529 (400)	0 (0)	0 (0)	529	400
3. Trade accounts payable (previous year)	34,323 (17,927)	0 (0)	0 (0)	34,323	17,927
4. Liabilities due to shareholders (previous year)	61 (0)	0 (0)	132,200 (0)	132,261	0
5. Other liabilities (previous year) thereof for taxes: 1,382 (previous year 2,360)	17,531 (43,830)	0 (0)	0 (0)	17,531	43,830
Total (previous year)	105,984 (109,969)	1,589,241 (1,433,737)	1,029,819 (963,992)	2,725,044	2,507,698

Loans and overdrafts result from the utilisation of the credit lines for the BER long-term financing, of which €2,322,859k is secured by guarantees given by shareholders and €217,541k by mortgages.

Deferred income

The major components of the deferred income are payments received on account for ground rent and subsidies for investments in buildings or investments for the development of land areas and subsidies for servicing and maintenance obligations. Payments received on account are discounted to the cash value as agreed in the leases and reversed over the duration of the leases. The subsidies are included as operational earnings on the basis of the useful life of the pertinent assets.

Deferred taxes

Deferred taxes are a consequence of deviations in value measurements of assets, liabilities and deferred expenses and income caused by differences in commercial and tax laws. In the annual accounts per 31 December 2015, the deferred tax liabilities of €20k, which essentially result from differing measurements of tangible assets and other provisions, are offset against deferred tax reimbursements of €7,669k. The option provided under Section 274 (1) second sentence HGB was exercised so that the balance has not been capitalised.

The deferred tax reimbursements are primarily a consequence of the differing valuations of tangible and financial assets, inventories, pension provisions and other provisions. Deferred tax reimbursements arising from the application of tax laws related to accumulated deficits brought forward have not been measured because they cannot be offset within the next five years according to the corporate planning. The deferred taxes are based on a tax rate of 25.5%. No deferred taxes resulted from consolidation measures.

Contingent liabilities

In connection with the sale of GGB, BFG agreed to a limited guarantee catalogue usual on the market which includes standard guarantees and risks, especially pension provisions, the effectiveness of the retroactive effect of the collective agreement for safeguarding jobs of the GGB and the correctness of disclosed information. A balanced tax exemption obligation, limited to 31 December 2007, was given. The amount of the liability is limited to €2,053k. There are no discernible reasons to expect any claims pursuant to the liability obligation because no claims have been asserted against BFG in the past.

FBB has received letters of claim from airlines, service providers, tenants and other companies requesting damages/regress payments as a consequence of the postponement of the operational startup of Berlin Brandenburg Airport originally set for 3 June 2012. The majority of the letters have initially done no more than assert the grounds for the claims; very few of the claim letters include concrete figures or they contain at most estimates. As a consequence, it is not possible at this time to make any definitive statements regarding the total amount of the claims asserted by the various claimants. FBB has reached out-of-court settlements with some of the claimants. FBB assumes furthermore that a part of the claims will be clarified in the course of litigation because there are legal issues that will require clarification.

Discernible risks have been given due consideration in the annual accounts by the creation of provisions. The possibility of additional risks cannot be completely excluded, but it is not possible at this time to determine their value with any degree of certainty.

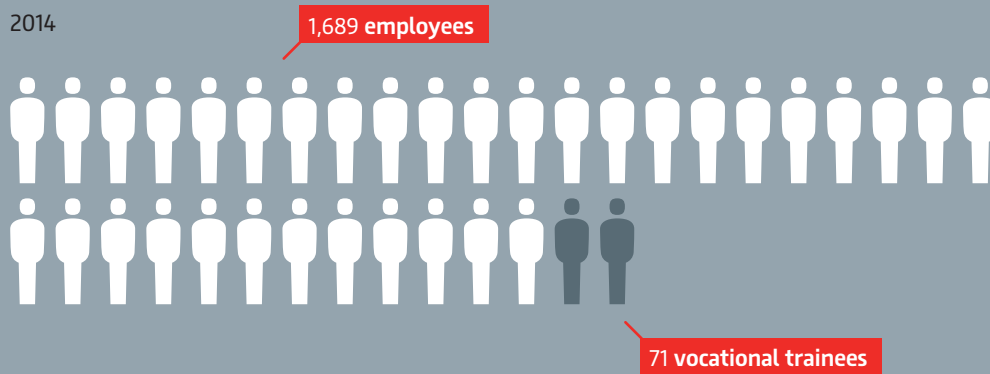
Number of employees

Average number of employees in 2015

2015



2014



Off-balance-sheet transactions

There are Other financial obligations in the amount of €827.2m. These obligations arise specifically from the following circumstances fixed by contract or commissioned:

No.	Other financial liabilities	31.12.2015 in €m	31.12.2014 in €m
1.	Noise protection measures	551.0	647.0
2.	Order commitment from awarded investment contracts	236.4	212.5
3.	Invoices for measures subject to capitalisation still under review	15.8	31.7
4.	Payment obligations from leases and leasing agreements	18.0	24.4
5.	Payment obligations equalisation levy for sealing in accordance with the planning stipulation decision	6.0	6.0
Total		827.2	921.6

There is an obligation pursuant to the (supplementary) planning stipulation decision to initiate **noise protection measures (Item 1)** and/or make compensation payments. These obligations will amount to as much as €551.0m by the time of the operational startup.

The awarded **investment/consulting contracts (Item 2)** essentially concern measures for BER, including the terminal, underground construction, planning and technical infrastructure.

Invoices for measures subject to capitalisation which had been received at FBB by the balance sheet date, but **which are still under review (Item 3)**, amount to €15.8m. The amount which would actually be reasonable for the claims submitted by the contractors with respect to these invoices has not been finally clarified.

The **obligations pursuant to the leases and leasing agreements (Item 4)** end in the period between 2016 and 2027 and are related primarily to hereditary tenancy, office blocks, IT equipment, motor vehicles and office furniture.

Derivative financial instruments

The interest for the long-term borrowing represents a major component of the payment obligations of FBB.

The Company therefore secured its position in the event of an increase in interest rates and the resulting rise in financing costs by concluding interest swaps in December 2006. Each of these agreements has been concluded to hedge future cash flows. The secured risk is the change in value of the interest payments for the long-term borrowing resulting from changes in the 3-month Euribor interest rates. The objective of the interest hedge transactions is to establish a fixed rate for a part of the series of expected interest payments (3-month Euribor) and thus to secure the viability of the planning.

During the period between 2015 and 2026, about 50% of the total borrowing needs according to current liquidity planning and business plan is to serve as the underlying transaction for the hedge. Risks from payment flow fluctuations in the amounts shown above are therefore excluded for future interest payments on these underlying transactions. The derivative financial instruments are cases of pending transactions and are accordingly not disclosed in the balance sheet per 31 December 2015. The interest swaps and the loans to finance the construction of the BER create a hedge in accordance with HGB. They are disclosed in the balance sheet in accordance with the net hedge presentation method. Changes in the value of the interest swaps are accordingly not disclosed in the balance sheet if they are balanced out by value changes in the underlying transaction. The creation of a provision for contingent loss would be required if there is a possibility of unrealised loss. The attributable fair value per 31 December 2015 amounts to a nominal value of about €1.1bn for a market value of €-263.7m. The market value of the swaps was determined by application of the discounted cash flow measurement. The future interest payments were discounted by the interest structure curve of 31 December 2015. The cash value of these payments represents the value of the swaps. The five swaps are amortising swaps.

The prospective effectiveness of the hedging relationship was calculated on the basis of a regression analysis. In this scenario analysis, interest rates are shifted parallel in a range from -2% to +2%. Full effectiveness is to be assumed on the basis of the critical term match method.

Section 285, no. 23a HGB requires disclosure in the notes of the amount of risk secured by the hedges. Owing to the creation of the hedge, the swaps have a negative market value of €-263.7m that is not to be taken into consideration.

Explanatory Comments on the Consolidated Income Statement

Sales revenues	2015		2014	
	€k	%	€k	%
Aviation	234,406	71.9	198,021	68.6
Non Aviation	51,567	15.8	49,790	17.2
Leasing	31,102	9.5	31,527	10.9
Sales revenues construction services	555	0.2	1,759	0.6
Sales revenues services	3,555	1.1	2,951	1.0
Miscellaneous	5,037	1.5	4,789	1.7
Total	326,222	100.0	288,837	100.0

Expenditures and earnings related to other periods

Earnings related to other periods in the amount of €24,510k (previous year €14,353k) were received in the reporting period. They comprise essentially earnings of €13,461k from insurance benefits paid (previous year €0k) and €8,023k (previous year €11,240k) from the reversal of provisions. A reduction in earnings of €596k during the reporting period resulted from the final settlement of pension benefits of previous years.

Expenditures related to other periods in the amount of €2,600k (previous year €31,318k) contain primarily expenditures from the derecognition of receivables for previous years (€958k). In the previous year, the figure also included the valuation allowance of a creditor with a debit balance (€26,338k).

Interest from interest accrual and discounting of provisions

Expenditures related to interest accruals on provisions and liabilities of €1,885k (previous year €2,547k) were incurred in the reporting period. Income from the discounting of provisions in the amount of €123k (previous year €371k) has been disclosed in the reporting period.

Miscellaneous information

Related persons

Existing business relationships with related persons are agreed subject to terms and conditions usual on the market. Institutions which perform official duties at the airports and other public institutions are charged rents at cost as prescribed by law.

Exemption from disclosure pursuant to Section 264 (3) HGB

Berliner Flughafen-Gesellschaft mit beschränkter Haftung, Berlin, and FBB Airport Assekuranz Vermittlungsgesellschaft mbH, Schönefeld, exercise the provision for exemption from the disclosure of the annual accounts pursuant to Section 264 (3) HGB.

Explanatory Comments on the Consolidated Cash Flow Statement

The cash flow statement was prepared in accordance with the principles of DRS 21. Total interest payments amounted to €77,239k (previous year: €80,884k). The balance of paid and reimbursed taxes on income in the fiscal year amounted to €0k in contrast to €0k in the previous year.

Cash is comprised of liquid funds (€158,094k; previous year: €21,136k). In the previous year, a current account facility in the amount of €4,643k was also contained in the figure.

Auditor's fees

These fees cover the services of all of the companies and break down as shown below:

	2015 €k	2014 €k
Auditing services	126	140
Tax consultancy services	91	73
Other services	18	10
Total	235	223

The Other services 2015 include €8k for the previous year.

Supervisory Board**Representatives of the State of Berlin**

Michael Müller – Governing Mayor of Berlin; Chair

Michael Zehden – Managing Director;

B.H.S. – Berlin Hotelmanagement und Service GmbH

Frank Henkel – Senator; Senate Department of the Interior and Sports

Professor Engelbert Lütke Daldrup, Dr-Ing. – from 24 June 2015;

State Secretary; Senate Department for Urban Development and Environment

Dr Margaretha Sudhof – until 23 June 2015;

State Secretary; Senate Department of Finances

Representatives of the State of Brandenburg

Rainer Bretschneider – Vice Chair;

State Secretary; State Chancellery of the State of Brandenburg

Dr Wolfgang Krüger – Chief Executive IHK Cottbus

Daniela Trochowski – State Secretary;

Ministry of Finances of the State of Brandenburg

Gabriela Pantring – from 24 June 2015;

Member of the Management Board; ILB Investment Bank of the State of Brandenburg

Axel J Arendt – until 14 March 2015

Axel Arendt – Management Consulting

Representatives of the Federal Republic of Germany

Rainer Bomba – State Secretary

Federal Ministry for Transport and Digital Infrastructure

Werner Gatzert – State Secretary; Federal Ministry for Finances

Labour Representatives on the Board

Holger Rössler – ver.di Trade Union Secretary;

Vereinte Dienstleistungsgewerkschaft Berlin District

Claudia Heinrich – Chairperson of the Works Council at Flughafen

Berlin-Brandenburg GmbH; Schönefeld Airport

Sven Munsonius – Employee of Berliner Flughafen-Gesellschaft mbH; Tegel

Airport

Peter Lindner – Chairperson of the Works Council at Berliner Flughafen-Gesell-

schaft mbH; Tegel Airport

Gerhard Voss – Vice Chairperson of the Works Council at Berliner Flughafen-

Gesellschaft mbH; Tegel Airport

Total compensation paid to the Supervisory Board

The reimbursements for attendance fees paid to the Supervisory Board members amounted to €28.3k (previous year €17.5k).

Management

Dr Karsten Mühlenfeld – CEO from 16 March 2015

Heike Fölster – CFO

Dr Hartmut Mehdorn – CEO until 13 March 2015

Total compensation paid to management

€k	Basic compensation	Contingency compensation	Employer's contributions to social insurance	Miscellaneous compensation	Total
Dr Karsten Mühlenfeld	317	0	9	49	375
Dr Hartmut Mehdorn	150	135	2	13	300
Heike Fölster	230	45	11	15	301
Total	697	180	22	77	976

Total compensation to former members of management

Pension payments to former members of management amounted to €521k (previous year €503k). Provisions for pensions to former members of management and their survivors have been created in full and amount to €5,613k (previous year €5,310k) per 31 December 2015.

In addition, remuneration was paid to former members of management in the amount of €1,389k. The provision for risk provisioning for unpaid salaries to a former member of management amounts to €87k per 31 December 2015 (previous year: €1,444k).

Employees

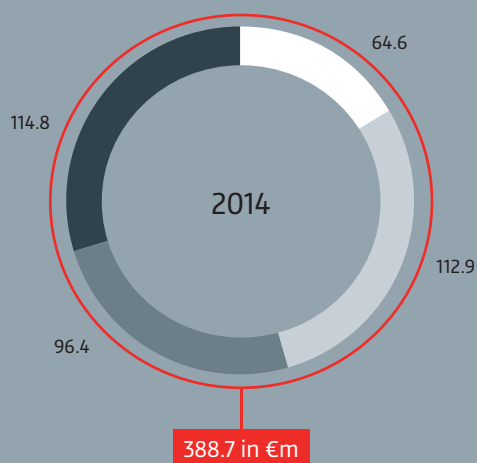
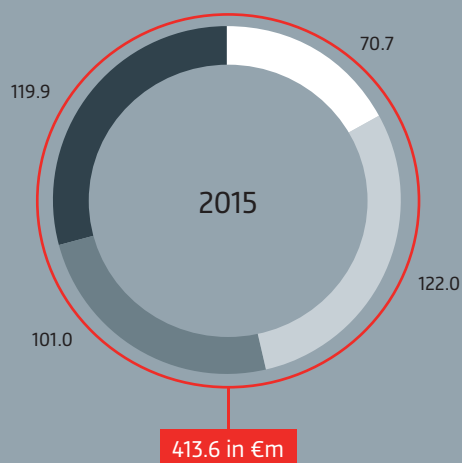
Average number of employees during the fiscal year:

	2015	2014
Employees (white-collar)	1,786	1,689
Vocational trainees	76	71
Total	1,862	1,760

Schönefeld, 9 March 2016

Dr Karsten Mühlenfeld Heike Fölster

Expenses in €m



Cost of materials Personnel expenses Depreciation and amortisation Other operating expenditures

Flughafen Berlin Brandenburg GmbH, Schönefeld

Development of Group Fixed Assets for the Fiscal Year from 1 January 2015 to 31 December 2015

FBB Group		Acquisition and manufacturing costs				
		Per 01.01.2015 €	Additions €	Disposals €	Transfers €	Per 31.12.2015 €
I.	Intangible assets					
1.	Purchased concessions, industrial property and similar rights and assets, and licences in such rights and assets	78,251,594.82	98,241,498.04	57,556.03	-139,857.67	176,295,679.16
2.	Payments on account	412,576.62	336,673.54	0.00	-373,032.66	376,217.50
		78,664,171.44	98,578,171.58	57,556.03	-512,890.33	176,671,896.66
II.	Tangible assets					
1.	Land and buildings, including buildings on third-party land	1,889,761,999.94	36,797,476.99	14,205,947.80	3,638,838.92	1,915,992,368.05
2.	Technical equipment, plant and machinery	645,827,217.72	37,683,488.48	34,750,810.75	8,075,400.78	656,835,296.23
3.	Other equipment, fixtures, fittings and equipment	135,054,173.60	7,149,249.97	3,160,560.93	676,452.11	139,719,314.75
4.	Payments on account and assets in process of construction	1,880,329,008.18	248,097,386.40	125,854.23	-11,877,801.48	2,116,422,738.87
		4,550,972,399.44	329,727,601.84	52,243,173.71	512,890.33	4,828,969,717.90
III.	Financial assets					
	Participations	51,200.00	0.00	0.00	0.00	51,200.00
		4,629,687,770.88	428,305,773.42	52,300,729.74	0.00	5,005,692,814.56

	Accumulated depreciation					Book values	
	Per 01.01.2015 €	Additions €	Disposals €	Transfers €	Per 31.12.2015 €	Per 31.12.2015 €	Per 31.12.2014 €
	23,017,069.98	3,168,692.09	48,116.13	-531.95	26,137,113.99	150,158,565.17	55,234,524.84
	0.00	0.00	0.00	0.00	0.00	376,217.50	412,576.62
	23,017,069.98	3,168,692.09	48,116.13	-531.95	26,137,113.99	150,534,782.67	55,647,101.46
	635,044,362.35	55,190,989.89	6,408,748.92	788.93	683,827,392.25	1,232,164,975.80	1,254,717,637.59
	261,908,664.12	32,046,798.74	33,898,809.78	0.00	260,056,653.08	396,778,643.15	383,918,553.60
	93,533,015.60	10,589,604.46	2,843,527.89	-256.98	101,278,835.19	38,440,479.56	41,521,158.00
	6,100,919.82	0.00	0.00	0.00	6,100,919.82	2,110,321,819.05	1,874,228,088.36
	996,586,961.89	97,827,393.09	43,151,086.59	531.95	1,051,263,800.34	3,777,705,917.56	3,554,385,437.55
	0.00	0.00	0.00	0.00	0.00	51,200.00	51,200.00
	1,019,604,031.87	100,996,085.18	43,199,202.72	0.00	1,077,400,914.33	3,928,291,900.23	3,610,083,739.01

Flughafen Berlin Brandenburg GmbH, Schönefeld

Development of Group Fixed Assets for the Fiscal Year from 1 January 2015 to 31 December 2015

thereof BER		Acquisition and manufacturing costs				
		Per 01.01.2015 €	Additions €	Disposals €	Transfers €	Per 31.12.2015 €
I.	Intangible assets					
1.	Purchased concessions, industrial property and similar rights and assets, and licences in such rights and assets	60,214,921.73	97,241,734.13	30,286.14	-147,657.67	157,278,712.05
2.	Payments on account	398,507.50	102,027.65	0.00	-365,232.66	135,302.49
		60,613,429.23	97,343,761.78	30,286.14	-512,890.33	157,414,014.54
II.	Tangible assets					
1.	Land and buildings, including buildings on third-party land	1,263,653,893.05	32,346,293.96	14,168,128.05	3,228,994.01	1,285,061,052.97
2.	Technical equipment, plant and machinery	484,758,978.21	36,565,030.66	1,687,170.27	7,847,074.78	527,483,913.38
3.	Other equipment, fixtures, fittings and equipment	46,805,292.04	2,413,685.80	363,381.18	585,639.57	49,441,236.23
4.	Payments on account and assets in process of construction	1,877,860,955.26	246,897,318.24	125,462.10	-11,148,818.03	2,113,483,993.37
		3,673,079,118.56	318,222,328.66	16,344,141.60	512,890.33	3,975,470,195.95
		3,733,692,547.79	415,566,090.44	16,374,427.74	0.00	4,132,884,210.49

	Accumulated depreciation					Book values	
	Per 01.01.2015 €	Additions €	Disposals €	Transfers €	Per 31.12.2015 €	Per 31.12.2015 €	Per 31.12.2014 €
	6,985,282.77	2,500,858.14	20,846.24	-531.95	9,464,762.72	147,813,949.33	53,229,638.96
	0.00	0.00	0.00	0.00	0.00	135,302.49	398,507.50
	6,985,282.77	2,500,858.14	20,846.24	-531.95	9,464,762.72	147,949,251.82	53,628,146.46
	145,159,129.39	47,711,484.70	6,373,109.17	788.93	186,498,293.85	1,098,562,759.12	1,118,494,763.66
	105,093,713.90	31,150,025.08	835,169.30	0.00	135,408,569.68	392,075,343.70	379,665,264.31
	17,443,161.77	7,058,483.43	86,778.93	-256.98	24,414,609.29	25,026,626.94	29,362,130.27
	6,006,922.03	0.00	0.00	0.00	6,006,922.03	2,107,477,071.34	1,871,854,033.23
	273,702,927.09	85,919,993.21	7,295,057.40	531.95	352,328,394.85	3,623,141,801.10	3,399,376,191.47
	280,688,209.86	88,420,851.35	7,315,903.64	0.00	361,793,157.57	3,771,091,052.92	3,453,004,337.93

Flughafen Berlin Brandenburg GmbH (FBB), Schönefeld Consolidated Management Report for the Fiscal Year from 1 January to 31 December 2015



01

The FBB Corporate Group

In terms of the operating business at the airports, 2015 was a highly successful year. Air traffic at Schönefeld and Tegel again rose faster than the overall market, the 13th year in succession for such rapid growth. The mark of about 29.5 million passengers set a new record. Schönefeld Airport is the driver behind this growth. Investment programmes at both sites assured flight operations with little friction. The Non-Aviation business also contributed to rising revenues. The BER project was stabilised further in 2015. Major fundamental problems have been resolved; the planning has been virtually completed and is expected to be approved by the Building Authority in spring 2016. Important primary milestones at BER were successfully reached. A delay of three to four months has become apparent since the middle of the year, however, above all the consequence of the bankruptcy of one of the important construction companies and extensive modifications to the planning. FBB is holding fast to its target of an opening of BER in the second half of 2017.

The restructuring of the company begun in previous years was completed in 2015. In future, FBB will be organised in the divisions Operations, Commercial, the central divisions Finances, Human Resources and Organisation, the service division Equipment and Construction and the company staffs. The key objectives are to ensure faster decision-making by establishing unambiguous lines of responsibility and clear interfaces in combination with increased commercial performance capability from sharper focus on customers.

A Organisation and Business Activities

Schönefeld and Tegel Airports provide the aviation infrastructure for the capital region Berlin-Brandenburg. Once operations begin at BER, all of the air traffic will be concentrated on the Schönefeld Airport location.

Shareholders of FBB are the State of Berlin (37% of the initial capital), the State of Brandenburg (37%) and the Federal Republic of Germany (26%).

Dr Hartmut Mehdorn was CEO until March 2015. Dr Karsten Mühlenfeld has held this position since March 2015. Ms Heike Fölster has been CFO since May 2013.

Members of the Board of Management include the heads of the divisions Operations, Commercial, Equipment and Construction, Human Resources and Organisation. In addition, the director of Corporate Development and the director of Legal and Compliance are members of the Board of Management.

Corporate governance

Good corporate governance is strongly emphasised at FBB. Corporate governance stands for transparent management and supervision of the company in awareness of responsibility and oriented to the long-term creation of value; its principles are ingrained in FBB by the organisational and functional anchoring of compliance management, risk management, internal control systems and internal auditing. A system of standardised reporting has been implemented for compliance management. FBB employees are schooled in the observance of compliance regulations during training programmes and through the distribution of information materials. The Supervisory Board and the CEO receive regular reports.

The key standards are the rules and recommendations for action contained in the “Corporate Governance Code for the Participation of the State of Brandenburg in Companies Under Private Law”. The Board of Management and the Supervisory Board at FBB have prepared a corporate governance report which can be viewed on the Company’s website at www.berlin-airport.de. One special component of the report is the declaration that the rules and regulations contained in the Code have been observed and will be observed in the future as well.

B Projects and Future Business Segments

B.1 Overview of the BER project

FBB presented the time schedule for the completion of construction and operational startup of BER in December 2014. It provides for the opening of BER in the second half of 2017. As of the beginning of 2015, all of the scheduled milestones had been achieved, but more extensive planning and the bankruptcy of an important construction services provider in the middle of the year led to delays in the completion of the construction of three to four months. FBB then updated parts of the time schedule and initiated action plans for the further optimisation of the processes in the areas of approval, planning, construction and technical operational startup. The target for the opening date of BER in the second half of 2017 remains unchanged.

The overall progress in planning and construction and the remedy of defects in the passenger terminal is shown below:

	Per 31/12/2015	Per 01/01/2015
Status of planning and construction	56%	0%
Remedy of fire protection defects	64%	33%
Processing of findings (defects and remaining services)	67%	40%
Status of overhaul of cable boxes	99%	45%

In 2015, a total of more than 150 operating milestones across all divisions were achieved. The fifth and sixth addenda to the construction permit for the passenger terminal were submitted to the Building Authority, and the third addendum to the construction permit for the South Pier was approved by the Building Authority. On 15 February 2016, the third submission to the fifth addendum was made. In the terminal, the overhaul of the main duct was completed, most of the cable boxes were overhauled, and the first segment of the smoke removal controls was completed. The construction of the pavilions next to the terminal was also completed. In addition, the North Runway of BER was renovated in compliance with schedule, quality and budget requirements.

B.2 Expansion of activities: services and holdings

One important objective of FBB management is to strengthen permanently the earning power of the company as well as the traditional airline business. The expansion of these so-called non-aviation activities is in line with a long-term development in the German airport landscape. While non-aviation activities contributed only a fraction of the total earnings of airport companies two or three decades ago, their share today is as high as 60%. FBB is planning to strengthen and expand these business activities and, for the first time in its history, establish a uniform sales structure in the new division Commercial. In the past, the sales activities of leasing and marketing of properties and the various services were distributed among various divisions so that the added-value chain at FF could not be viewed from a holistic perspective.

A further step in the development of new business segments was the establishment of FBB Airport Assekuranz Vermittlungsgesellschaft mbH as a wholly-owned subsidiary of FBB at the end of 2014. FBB Airport Assekuranz Vermittlungsgesellschaft mbH took over responsibility for the brokerage and management of all of the Company's own insurance needs for the Berlin airports in 2015. As of the beginning of 2016, it will also assume responsibility for the brokerage of insurance policies in the airport and aviation segment (third-party business); from 1 July 2016, it will handle all of the construction site policies.



02 Business Report

A Development of Aviation Industry

German airports counted 216 million passengers (arrivals and departures) last year. This growth of +3.9% (arrivals and departures) was substantially higher than the rate of the previous year (+3.0%). While domestic air traffic posted a plus of 1.7%, European travel developed by +4.5% and intercontinental traffic by +4.3%. The development in air freight is stable in comparison with the previous year at -0.1% (arrivals and departures) and 4,438,589 tonnes. Despite the existence of growth inhibitors such as the aviation tax, the overall development of the aviation market in Germany was highly positive (source: ADV Traffic Statistics 2015). The trend of recent years – growth primarily at larger airports – continued in the same direction in 2015.

B Commercial Development in 2015

B.1 Aviation management/Traffic development

The year 2015 was yet another record year for the Airport Company. A total of 29,531,464 passengers passed through the gates at Schönefeld and Tegel Airports over the course of the year. The two locations together processed 260,610 movements (+3.2%). The average use of aircraft capacity was 77.3% and rose by 1.4% in comparison with the previous year.

Passenger volume increased by 5.5% over 2014, significantly exceeding expectations. Overall, air traffic in the Berlin-Brandenburg region enjoyed more successful development than the average of the international commercial airports in Germany (ADV average +3.9%) for the thirteenth year in succession. The location has further cemented its position as the third-largest airport site in Germany. Viewed over the whole year, the flight schedules featured a total of 179 destinations in 54 countries offered by 79 airlines.

Traffic development in detail

The success story of recent years at **Tegel Airport** continued. The location grew once again significantly with a volume of 21,005,196 passengers (+1.5%). The limits to the airport's capacities have almost been reached so that growth was achieved above all by the use of larger aircraft models. Nevertheless, the aircraft movements rose to 184,457 take-offs and landings in comparison with the past year (+1.2%). Utilisation of aircraft capacity here came to 75.1% (+1.4%).

Moreover, several new airlines were welcomed to Tegel Airport. Azerbaijan Airlines added Baku, Jetairfly now flies to Antwerp, Onur Air added the route to Istanbul and Adria Airways now flies to Ljubljana. Other new destinations from Tegel served by airberlin are Billund and Prague and, beginning with the winter flight schedule, Miami again. Air Baltic and Estonian Air have added Tallinn to their schedules, Air Baltic is flying to Vilnius and Vueling has the destination Santiago de Compostela.

Schönefeld Airport posted the best year of its history in 2015 by serving 8,526,268 passengers (+16.9% over the previous year). Since last year, Germanwings has been flying from Schönefeld to the destinations Cologne/Bonn and Stuttgart in addition to its service from Tegel. easyJet has added Vienna and Larnaca to its scheduled routes. The Berlin airline Germania added flights to Paphos, Ibiza, Enfidha and Djerba and flies to Tehran twice a week. Ryanair opened a new base at Schönefeld Airport at the start of the winter flight schedule 2015 and added 18 new routes to the flight schedule in 2015. Five Boeing 737-800 aircraft have been stationed in Schönefeld. The aircraft with a capacity of 189 seats will take up to 3.5 million holidaymakers and business travellers to destinations such as Brussels, London, Rome, Tenerife or Cologne/Bonn every year.

When routes within Germany are compared, Munich is the most heavily travelled route from Berlin, flown by almost 2 million passengers in 2015 (+5.7%). The top growth route in the domestic comparison is Cologne, which grew by about 136,000 passengers in comparison with 2014 (+10.3%). The top route to destinations outside of Germany is London, as in the past year, flown by about 1.9 million passengers (+16.6%), followed by Paris (+2.9%) and Zurich (+3.3%). In the European comparison, the connection to Bucharest grew the fastest and more than doubled passenger volume to about 130,000 passengers (+53.4%).

Ras al-Khaimah was a new long-haul destination flown by SunExpress Deutschland in 2015. Abu Dhabi posted the greatest growth in the long-haul segment in the past year (about 330,000 passengers, +62.1%) and followed 2014's leader in this category, Doha (+63.3%). The decisive factor in this case is the doubling of the daily flights by airberlin. Overall, double-digit growth rates were posted for virtually all of the routes in the long-haul segment. Larger aircraft and the additional seats that were offered sold well on the market and clearly illustrate Berlin's potential for additional long-haul connections. The number of available seats on long-haul routes increased by 10.7% while passenger volume also rose by 10.7%.

The number of transit passengers declined in the past year. Their share of traffic is now 6.4% compared to about 7.9% in 2014.

Berlin air freight volume surpasses level of previous year

About 86,000 tonnes (+4%) of air freight were transshipped through the cargo facilities of the Berlin airports in 2015.

Fluctuations in economic conditions and currency exchange rates continued to affect international trade in 2015 with the consequence that growth in international air freight flow has been stagnating since the summer of 2015. The result is that loaded freight in Germany remains at the level of the previous year. About 43,200 tonnes of air freight were transported by plane in Berlin in 2015. An additional 4,500 tonnes were flown to Stuttgart as overnight airmail on behalf of Deutsche Post World Net AG, and about 38,000 tonnes transported via lorry, but as air freight, by airlines and forwarding agents were processed through the air freight facilities in Berlin.

Traffic volume	2015	2014
Tegel		
Commercial aircraft movements	179,831	177,708
Passengers (thousands)	21,005	20,688
Schönefeld		
Commercial aircraft movements	69,123	62,471
Passengers (thousands)	8,526	7,293
Total		
Commercial aircraft movements	248,954	240,179
Passengers (thousands)	29,531	27,981

B.2 Commercial management

In the view of Commercial management, the year 2015 took a very positive course.

Virtually all of the segments were able to benefit overall from the continued increase in the number of passengers. The segments Duty Free/Duty Paid, parking and restaurants at Schönefeld and the segments restaurants and tax refund business at Tegel made especially strong contributions to the positive development in earnings in this year.

Tegel Airport

As in previous years, the services in the retail and restaurant segments for passengers at Tegel Airport were expanded further in 2015. The level of earnings in the parking segment was close to that of the previous year.

The earnings position in the airport advertising segment continued to stabilise in 2015. The primary cause for this is the regained acceptance of Tegel Airport as an advertising location.

Schönefeld Airport

The structure of the services offered in the convenience and restaurant segments was optimised with the aim of enhancing further the attractiveness and appeal of the passenger services at Schönefeld Airport. The increase in passenger volume also had a highly positive impact on the earnings position of the parking segment in 2015. The earnings position in the airport advertising segment remained largely unchanged in comparison with the previous year.

B.3 Real estate

FBB is the owner of plots of land with a total area of about 1,890 hectares. About 77% of this area is required for the airport infrastructure needed directly for operations. At the moment, about 195 hectares of the remaining areas in the immediate proximity of the airport are available for property development. The areas can be developed to varying degrees and with various levels of potential for marketing; possible uses including airport-specific services, freight, logistics, parking, hotels, offices etc.

Business Park Berlin

The development activities in the Business Park Berlin are being carried out in three phases. The development of the area during the first two phases was financially supported using funds provided under the joint agreement "Improvement of Regional Economic Structures". According to the latest marketing reports, about 45% of the plots have been sold. The realisation of the third development phase will depend on the demand. The high demand generally expected after the opening of BER can be met here right away.

Subsequent utilisation of the legacy Schönefeld Airport

A time-limited further operation of SXF after operational startup of BER airport is planned to ensure that there are adequate capacities for BER airport.

Tegel Airport will be closed when BER is opened. This is behind the efforts of the Federal Republic of Germany to move the German government's diplomatic services and the flight service of the Federal Ministry of Defence from Tegel to flight areas and buildings at the existing Schönefeld Airport at the same time as far as possible.

Subsequent utilisation of the legacy Tegel Airport

Once BER has started operations, Tegel Airport must be maintained in operational condition for a period of six more months (maximum) to ensure the aviation connections of the City of Berlin if needed. After this period, the removal of the buildings and the dismantling of the airport equipment are scheduled for completion within a short time. The property will then be returned to its owners, the German government and the State of Berlin. Contractual agreements have been concluded with the owners regarding utilisation until the final closure of Tegel Airport and the subsequent return of the properties.

C Commercial Development

C.1 Earnings position

FBB Group reported a consolidated deficit for the year of €137.7m for 2015 (previous year €171.3m). Major factors affecting the consolidated results in fiscal year 2015 are explained in the following.

Sales revenues

Sales revenues (in €m)	2015	2014
Aviation	234.4	198.0
Non Aviation	51.6	49.8
Leasing	31.1	31.5
Construction services	0.5	1.8
Services	3.6	2.9
Miscellaneous	5.0	4.8
Total	326.2	288.8

The rise in traffic volume had a positive effect on Aviation sales revenues in 2015, causing them to rise by 18.4%. Sales revenues from the Non-Aviation division rose by 3.6% from €49.8m to €51.6m, largely a consequence of higher income from commercial fees on restaurants and parking. There was a decline in revenues of 1.3% in comparison with the previous year in the leasing segment. An increase in the earnings from the leasing of areas is offset by lower earnings from supply services.

Income

Own work capitalised results essentially from activities related to the construction of BER (€20.8m; previous year €16.6m). Other operating income rose in comparison with the previous year from €21.5m to €34.1m, caused by income from insurance benefits (€13.5m) and an increase in income from area marketing/sale of fixed assets (€+0.9m).

Expenses

Ongoing expenses for FBB Group (€413.6m) rose by €24.9m in comparison with the previous year (€388.7m).

Expenses in €m	2015	2014
Cost of materials	70.7	64.6
Personnel expenses	122.0	112.9
Write-offs and depreciation	101.0	96.4
Other operating expenses	119.9	114.8
Total	413.6	388.7

The total breaks down into increases in the cost of materials of €6.1m, in personnel expenses of €9.1m, in depreciation of €4.6m and in Other operating expenses of €5.1m.

The increase in the **cost of materials** by 9.4% to €70.7m is primarily a consequence of higher expenditures for purchased services. This increase in turn came largely from a rise in expenditures for third-party services in construction (€+2.8m).

Personnel expenses rose from €112.9m to €122.0m, mainly because of the increase in the number of employees.

Other **operating expenses** rose by 4.5% in comparison with the previous year from €114.8m to €119.9m. This increase is essentially a result of higher expenditures caused by the postponement of the operational startup of BER (€+22.1m), higher expenditures for the hiring of third-party workers (€+2.4m), rises in expenditures for security services (€+2.2m) and higher legal and professional fees (€+1.5m).

Write-offs rose from €96.4m to €101.0m, an increase of 4.8%. An unscheduled write-off (€1.0m) was taken for commercially obsolete buildings.

Financial performance indicators

The financial performance indicators below depict the commercial development of FBB Group. Income and expenses have been adjusted for non-operating positions.

Financial performance indicators in €m	2015	2014
EBIT (excluding non-operating result, financial result and taxes)	-15.8	-40.3
EBITDA (EBIT excluding depreciation)	85.2	56.1
Net result for the year	-137.7	-171.3

In addition to the operating result (€-15.8m), the net loss for the year includes the financial result (€-101.9m), non-operating income (€21.8m; previous year €11.3m) and non-operating expenditures (€41.8m; previous year €37.6m).

The expenditures and income from the following items (among others) are disclosed in the non-operating result (€-20.0m; previous year €-26.3m): income from the reversal of provisions, expenditures and risk provisions related to other period as a consequence of the postponement of the operational startup of BER.

The following performance indicators for fiscal year 2015 result for FBB GmbH and its wholly-owned subsidiaries and holding companies from the unconsolidated separate annual accounts:

Financial performance indicators in €m	FBB	BFG	FAA	FEW	Dalandis
EBIT (excluding non-operating result, financial result and taxes)	-126.3	105.4	0.4	-3.8	9.3
EBITDA (EBIT excluding depreciation)	-55.0	108.1	0.4	16.0	16.5
Net result for the year	-135.8	107.9	0.4	-6.4	-1.1

Information about the companies including in the consolidation can be found in the data contained in Section 02 D of the consolidated management report.

C.2 Assets and liabilities

Assets and liabilities compare to the previous year as shown below:

	31.12.2015		31.12.2014		Change	
	€m	%	€m	%	€m	%
Assets						
Fixed assets	3,928.3	93.9	3,610.1	96.3	318.2	8.8
Inventories	1.7	0.0	1.6	0.0	0.1	6.2
Short-term receivables and other assets	43.2	1.1	62.0	1.6	-18.8	-30.3
Long-term receivables	10.0	0.2	10.0	0.3	0.0	0.0
Land Business Park Berlin	28.8	0.7	28.6	0.8	0.2	0.7
Cash	158.1	3.8	21.1	0.6	137.0	>100
Other assets	12.1	0.3	15.4	0.4	-3.3	-21.4
	4,182.2	100.0	3,748.8	100.0	433.4	11.6
Capital						
Shareholders' equity	1,152.5	27.6	948.6	25.3	203.9	21.5
Special accounts	93.3	2.2	96.3	2.5	-3.0	-3.1
Long-term liabilities	2,708.1	64.7	2,502.9	66.8	205.2	8.2
Short-term liabilities	228.3	5.5	201.0	5.4	27.3	13.6
	4,182.2	100.0	3,748.8	100.0	433.4	11.6

The increase in fixed assets results primarily from the additions for the realisation of BER (€415.6m). They are contrasted by disposals of fixed assets (€9.1m) and write-offs (€101.0m).

The land in Business Park Berlin is shown under current assets, just as in the past. This measurement assumed future development and exploitation as a commercial area. Book value in fiscal year 2015 now amounts to €28.8m.

Among other items, the long-term liabilities include loans and overdrafts (€2.5bn), loans from shareholders (€132.2m), payments received on account for ground rent and grants for investments (€55.7m) and provisions for partial retirement and pension commitments, including TransFair BER (€23.4m).

Short-term liabilities essentially include trade liabilities (€34.3m) and provisions, especially for outstanding invoices received (€12.8m).

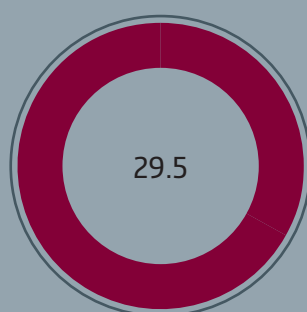
Key Data

2015

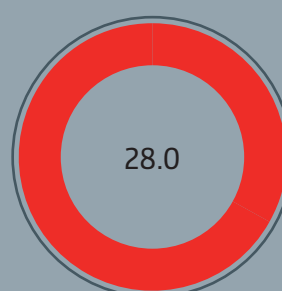
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2014

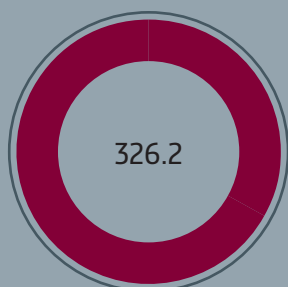
Passengers (in millions)



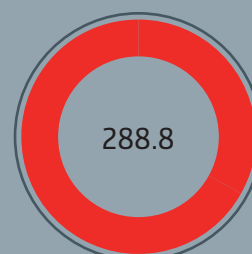
+ 5.5 %



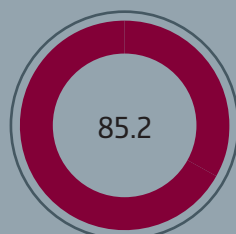
Sales revenues (in €m)



+ 13.0 %



EBITDA (in €m)



+ 51.9 %



Total provisions of €59.8m (previous year €30.4m) have been created to cover risks resulting from the postponement of the operational startup.

The Company's equity ratio amounts to:

	2015	2014
Equity ratio in % (equity / total capital x 100)	27.6	25.3

During the reporting period, the shareholders paid contributions to the capital reserves in the amount of €341.5m.

C.3 Investments

The total investment volume of €428.3m was €167.3m higher than the value of the previous year (€261.0m). The largest part by far of the investment activities was related to Berlin Brandenburg Airport:

- The partial project building construction of €190.0m, thereof €178.7m for the passenger terminal and €4.9m for the pavilions
- The project noise protection BER €96.0m
- The project renovation of North Runway €41.9m
- The partial project primary measures €46.1m, mostly project management and builder services

C.4 Financial position

C.4.1 Financial management

Capital increase at FBB

In view of postponement of the opening of BER and the related additional construction costs, the FBB shareholders, in consultation with the EU Commission, decided in 2012 to provide additional shareholder funds of €1.2bn as a means of securing the long-term liquidity of the Company. Of this amount, €473.7m was paid in fiscal year 2015, €132.2m of it in the form of subordinated shareholder loans. Together with the shareholder funds previously paid in fiscal years 2013 and 2014, a total of €900.0m has been contributed to the capital reserves.

BER long-term financing

There is long-term financing totalling €2.4bn. A balance of €140m from this financing was paid in 2015. As scheduled, repayment of the utilised loans in the amount of €44.6m has been made since 2014. At the end of 2015, the outstanding cash lines amounted to about €2.3bn.

Leasing financing

There is a leasing financing agreement for an original amount of €240m (unpaid balance €216.7m) concluded by Flughafen Berlin Brandenburg GmbH as the lessee to secure the financing of the construction and operational startup of nine buildings in the BER environs. Three car parks in Airport City, a car park close to the terminal on the south side of the Main Pier, a hire car centre, three buildings for ground traffic service providers and a building for security service providers have been built. The lessors are nine limited partnerships from the German Savings Bank Finance Group. FBB is a limited partner in every one of the limited partnerships. The release for utilisation has been issued for all nine buildings. The complete utilisation of the finished buildings by tenants and concessionaires has been delayed because of the postponement of the operational startup of BER.

C.4.2 Cash flow statement

The cash flow statement below shows the cash situation and financial development:

Cash flow statement	2015 in €m	2014 in €m	Change in €m
Cash flow from current business activities	63.7	49.5	14.2
Cash flow from investment activities	-417.4	-256.6	-160.9
Cash flow from financing activities	495.4	161.7	333.7
Change in cash effective for payments	141.6	-45.4	187.0
Cash at beginning of period	16.5	61.9	-45.4
Cash at end of period	158.1	16.5	141.6

D Group Companies

D.1 Berliner Flughafen-Gesellschaft mit beschränkter Haftung

Flughafen Berlin Brandenburg GmbH is the sole shareholder of the Berliner Flughafen-Gesellschaft mit beschränkter Haftung (BFG). BFG operates Tegel Airport, which will cease operations no later than six months after operational startup of BER. During the reporting period, BFG realised a profit for the year of €107.9m.

D.2 Flughafen Energie & Wasser GmbH

FBB holds 100% of the share capital of Flughafen Energie & Wasser GmbH (FEW). Tegel and Schönefeld Airports have transferred their activities related to the supply of energy to FEW.

FEW concluded fiscal year 2015 with a net loss for the year of €6.4m.

D.3 FBB Airport Assekuranz Vermittlungsgesellschaft mbH

FBB established FBB Airport Assekuranz Vermittlungsgesellschaft mbH (registered office in Schönefeld) by concluding a shareholders' agreement on 25 July 2014. The subject of the company is the brokerage and management of insurance policies of all types, including reinsurance of Flughafen Berlin Brandenburg GmbH. The company began business operations per 1 January 2015. Beginning in 2016, FBB Airport Assekuranz Vermittlungsgesellschaft mbH will also take over the third-party business with a close connection to the airports (e.g. cover for the third-party firms at the airport such as ground traffic service providers) and claims adjustment for BER. During the reporting period, FAA realised a profit for the year of €0.4m.

D.4 Dalandi Grundstücksverwaltungsgesellschaften mbH & Co. Objekt KG

Flughafen Berlin Brandenburg GmbH has been a limited partner in nine limited partnerships since 2010; they act as lessors of the nine buildings to be constructed, five in Airport City and four in the nearby Area South.

FBB is the sole limited partner in each of the nine limited partnerships (holding 94% of the equity of the limited partnerships, €4,700.00 in capital contribution and 10% of the voting rights). Sole general partner in all nine cases is Dalandi Grundstücksverwaltungsgesellschaft mbH (6% of the equity of the limited partnerships; €300.00 capital contribution; 90% of the voting rights). The limited partnerships show startup losses typical of leasing endeavours which will, according to plan, be recovered in the future with the realised earnings.

Flughafen Berlin Brandenburg GmbH has granted heritable building rights to the land on the BER premises to the limited partnerships for a term of 60 years. FBB, acting as general contractor on behalf of the limited partnerships, is constructing buildings on the land with the heritable building rights and will lease the completed buildings from the limited partnerships for 25 years.

D.5 Berlin Tourismus & Kongress GmbH

Flughafen Berlin Brandenburg GmbH holds 10% of the share capital of Berlin Tourismus & Kongress GmbH (€51.2k capital contribution). The purpose of the company is worldwide advertising for the tourist attractions in Berlin, the promotion of tourism, business travel, events, trade fairs, conventions and congresses and the provision of information to tourists in the Berlin region. The company operates the service and retail businesses related to this purpose.

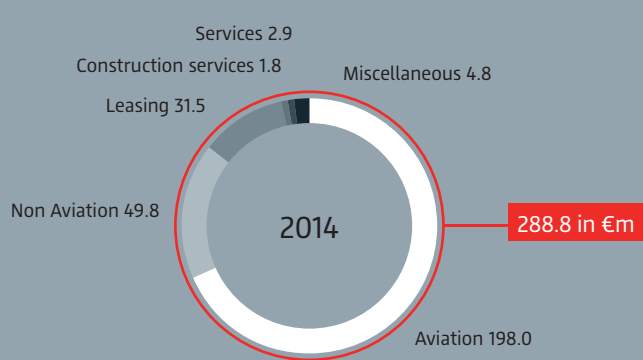
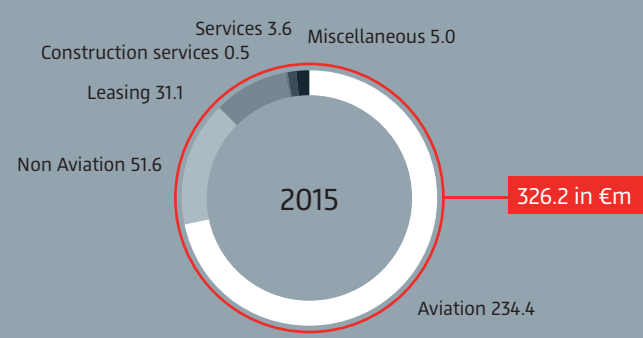
E Non-financial Performance Indicators

E.1 Personnel

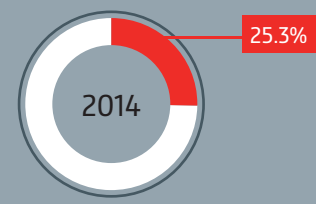
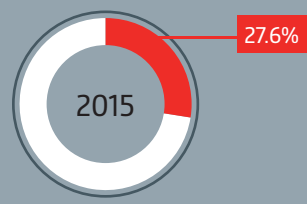
In 2015, 183 new employees were hired by the Airport Company, increasing the total headcount by 2% to 1,843 (per 31/12/2015). In addition, 85 vocational trainees and students in dual study programmes were employed per the closing date. Submissions of over 3,300 applications, 500 of which were not in response to specific positions vacant announcements, is an indication of how attractive FBB continues to be as an employer.

HR activities in 2015 focused on executive development and the reorganisation of the Airport Company. The aim of the executive development programme is the anchoring of the FBB leadership culture, the communication and broadening of leadership skills and the encouragement of network formation. Moreover, an HR strategy was developed in 2015 with the objectives of taking into account the constantly changing demands on modern HR work and remaining competitive. The continuation of the executive development programme is planned for 2016.

Sales revenues (in €m)



Equity Ratio in %



E.2 Environmental protection

The company is aware of its responsibility to the environment and the interests of its neighbours. FBB has developed environmental guidelines which apply throughout the entire group. In recent years, FBB has invested substantial amounts in noise protection, measures to maintain air cleanliness, operational environmental protection and intensive provision of information to the environs. FBB will continue these efforts in the coming years. FBB maintains annual statistics on the consumption of resources. These environmental indicators make a major contribution to determining and exploiting possible potential for savings in the company. The data, developments and targets related to the environment and energy are published annually in the environmental report.

E.3 Noise protection programme BER

Following the reorganisation of major sections of the noise protection programme by the Airport Company in 2013 and the necessity to take into account additional implementation notes issued by the approval authority in February 2014, the processing of the claims accelerated substantially. At the moment, claims for noise protection measures for about 19,800 residential units have been received. The Airport Company has satisfied the requirements for about 15,500 (about 78%) applications by issuing adjustment claims or notifying the owners that no noise protection measures were required. Owners receive along with the adjustment claim a compensation payment in the amount of 30% of the fair value of the land and buildings with rooms that must be protected or the commitment to assume the costs for the installation of any building noise protection measures that are required.

E.4 Events after the reporting period

No significant events subject to reporting obligations occurred after the balance sheet date.



03 Risks and Opportunities

A Risk Management

A comprehensive risk management system has been implemented at FBB and its subsidiaries. The company's Central Risk Management Office is responsible for the general control of risks. The risk officers in the various divisions regularly carry out contributory work. They assess identified risks and prepare and track the appropriate control and monitoring measures. Any new serious risks must be reported immediately as part of an ad hoc report independently of the regular reports.

B Major Risks

Risks that were reported in fiscal year 2015 and could have a major impact on business activities or the results of FBB are explained in the following.

B.1 Overall economic risks

Fluctuations in economic conditions can have a major influence on the commercial development of air traffic and subsequently on FBB. Moreover, there is a possible risk of bankruptcy of individual airline customers because of the intense competition in the airline industry despite the positive economic situation at the present (the official forecast for growth of the German economy in 2016 is 1.8%). Owing to the strength of current demand at the Berlin location, however, possible revenue losses can be compensated by other airlines in the middle term. In addition, the uncertainty of the political situation and the growing number of terrorist attacks in many countries could have a negative impact on air traffic.

Based on the forecasts for 2016, FBB expects continuation of the positive traffic development and is therefore assuming steady growth of its divisions Aviation and Non-Aviation.

B.2 The noise protection programme

As was already the case last year, extensive construction measures to provide protection from aircraft noise for properties in the airport surroundings were carried out. For instance, FBB prepared ventilation concepts pursuant to the implementation notes issued by the Joint Superior Aviation Authority of Berlin-Brandenburg on 21 February 2014 regarding application of DIN 1946-6. Owing to currently pending litigation, it is not possible to exclude the possibility that additional technical solutions will have to be initiated that may result in and include a new engineering inspection of all properties as well as a revision of the applications that have been processed as of that time. There is a risk that more noise protection claims will be submitted because of the increased construction of new buildings in the claim area.

B.3 Disputed regulations of the previous schedule of charges / Risk from a new schedule of charges

The dispute between BFG and several different airlines with regard to the schedule of charges was closed in 2015 after the BGH [Federal Court of Justice] rejected the appeal against the denial of leave to appeal. A suit filed against the Senate Administration for Urban Development of Berlin concerning the approval of the Schedule of Charges 2015 for Tegel Airport is still pending. BFG is a joined party in these proceedings. Two other airlines have filed suit against the approval of the Schedule of Charges 2015 by the Ministry for Infrastructure and Agriculture of the State of Brandenburg for Schönefeld Airport. A decision has not yet been made about making FBB a joined party. There are significant doubts regarding the admissibility of all three suits. Should the courts consider the airlines' suits to be admissible and express an opinion regarding the legality of the approval by the state aviation authorities, the effect on the civil-law effectiveness of the schedule of charges will have to be re-assessed.

B.4 Closure of Tegel Airport after operational startup of BER

Planning provides for the closure of Tegel Airport after completion of construction and operational startup of Berlin Brandenburg Airport. The obligation to assume the costs incurred upon the closing of the airport for the clean-up of the buildings and the soil as well as restoration work cannot be finally determined until after the return and the related examination of the property. After the return of the property and the subsequent appraisal concerning the existence of substances harmful to human health, there are risks that BFG will be obligated to remove

- possible pollution in buildings (substances harmful to health such as asbestos etc.) or to assume the costs for removal;
- possible pollution of the soil or to assume the costs for removal.

Due consideration of this risk has been taken through the creation of provisions and the recognition of write-offs.

B.5 Damage compensation claims arising from postponement of operational startup of BER

FBB has received letters of claim from service providers, tenants, airlines and other companies requesting damages/regress payments as a consequence of the postponement of the operational startup of Berlin Brandenburg Airport originally set for 3 June 2012. The majority of the letters have initially done no more than assert the grounds for the claims; very few of the claim letters include concrete figures or they contain at most estimates. As a consequence, it is not possible at this time to make any definitive statements regarding the total amount of the claims asserted by the various claimants. As of the end of 2015, six suits related to damage compensation claims arising from the postponement of the operational startup were pending. Notification of two more suits has been received from lawyers.

FBB assumes furthermore that a part of the claims will be clarified in the course of litigation because there are legal issues that will require clarification. Discernible risks have been given due consideration in the annual accounts by the creation of provisions.

B.6 Progress of the BER project

Until the middle of 2015, work at BER was essentially carried out in compliance with the framework schedule of December 2014. All of the primary milestones were achieved on schedule – e.g. the conclusion of the draft planning for smoke removal, the submission of the 5th and 6th addenda for the passenger terminal, the completion of the main cable work and the completion of the pavilions. Delays in the planning and construction procedures occurred from the middle of 2015. The bankruptcy of an important construction service provider in August 2015 in particular caused a delay in construction implementation, especially in the area of the high-voltage current systems and the heating and ventilation systems. On 15 February 2016, the third submission to the fifth addendum was made. During subsequent measurements, it was determined that more rooms in the building must be equipped with smoke removal facilities than first planned. This led to delays in the planning of the smoke removal system and in the construction implementation of the smoke removal system. Systemic fire protection shortcomings in walls in the passenger terminal and the consequent need for renovations led to the necessity to carry out modification work on the interior walls.

The delays of three to four months made it necessary to update the framework schedule. There has not been any change in FBB's goal of opening BER in the second half of 2017. The updated framework schedule has been secured by a comprehensive action plan. There are still scheduling risks, especially with respect to the final construction targets and the acceptance processes. The scheduling risks are reduced with the approval of the 5th addendum to the construction permit for the passenger terminal because this concretises the construction targets and improves the readiness for acceptance of BER.

B.7 Financing and financial instruments

Owing to the postponement of the operational startup, an increased need for financing in the amount of €2.2bn was identified; among other work, the funds are needed for additional construction costs and expansion measures that are required. Various financing variants for coverage of the additional financing needs were reviewed in consultation with the FBB shareholders. The decision was made to finance half of the financing requirements with funds from shareholders and to finance the remaining €1.1bn by taking out additional loans. The funds from the shareholders will be made available in the form of subordinate loans with a term of 20 years. Negotiations for the new financing loans are

currently in the final stage and will be secured in their full amount, as is already the case for the long-term financing of BER, by guarantees given by the three FBB shareholders. Precautionary measures in the form of effective financing management will accordingly be implemented to prevent any bottlenecks in liquidity.

With respect to the risk of changes in interest rates, the Company has secured its position in part against an increase in interest rates and the subsequent rise in financing expenses with the aid of interest swaps. The secured risk is the change in value of the interest payments for the long-term borrowing resulting from changes in the 3-month Euribor interest rates. In addition, there is the intention to convert a majority part of the long-term financing for BER into a fixed-interest loan as part of the new loan financing; this represents another security component.

Taking this step will make it possible to secure by and large the low interest rates of the moment by taking out loans over periods of 10 and 20 years.

B.8 Full use of utility grids

Owing to the postponement of the operational startup of BER, there is a risk that the utility grids operated by FEW in Schönefeld will not be utilised to their full capacity, which will mean that costs cannot be charged onward in full. Furthermore, there is a risk that the calculated basic price will be too high because the equipment is not being utilised adequately and will not be paid by third-party customers.

B.9 Deconcentration pursuant to Sections 6 et seqq. EnWG [German Energy Management Act]

The EnWG obligates vertically integrated utility company to deconcentrate electric power and gas grids pursuant to Sections 6 et seqq. EnWG. The electric power grids at the airport locations Berlin Tegel and Berlin Schönefeld have been operated in the form of closed distributor grids by FEW as an independent grid operator since 1 January 2014. The supervisory authority for grid operation in this case is the responsible regulatory authority BNetzA.

B.10 General risks

General risks which have not been described in detail are recorded in the FBB Group's risk management system and are under constant observation.

B.11 Appraisal of overall risk

The risk management system at FBB Group did not reveal any threats to the Company's existence for fiscal year 2015, whether from isolated risks or from aggregate risks, nor are any risks to the Company's existence discernible for 2016.

C Major Opportunities

A balanced relationship between opportunities and risks that actively manages risks while simultaneously seizing upon opportunities with the market potential to heighten the Company's earning power continues to be at the focus of FBB's activities.

C.1 Revenue increases resulting from rising numbers of passengers

Viewed over the long term, the trend toward further stable development in global aviation continues.

FBB is confident as it looks ahead to 2016 and assumes that it will be possible to increase revenues again because of the continued rise in passenger numbers at the Berlin airports; there is also a chance that revenue will increase in excess of the values proposed in the budget. This increase in revenues can be achieved by the stationing of more aircraft by certain airlines, optimisations in the flight schedule, in the utilisation of aircraft capacities and airport slots and the adjustment in the charges per 1 January 2016, for instance. A major driver in the development of future increases in passenger volume will be the expansion of capacity realised by planned expansion of the infrastructure at the existing Schönefeld Airport and at BER.

C.2 Additional Non-Aviation revenues

Increased passenger volume from international traffic featuring a clientele of greater spending power offers the chance to increase non-aviation revenues and to profit from the use of larger retail and restaurant facilities in the future. Moreover, the build-up of handling capacities will create additional retail trade and restaurant areas that will lead to rising revenues. The increase in the size of these areas at BER in particular will produce a significant rise in income in these segments. An increase in revenues is expected as early as 2016 in the parking segment. One point is that the parking charges will be increased for the periods of high demand; another is that additional incentives for parking (including the possibility of advance reservations) will be given for the periods when demand is low.

C.3 Fiscal opportunities

Favourable development in interest rates may be one of the fiscal opportunities for FBB; for instance, the low interest rates at the moment lead to a reduction in the financing costs, and these rates can be secured for the long term by the planned agreement of fixed-interest loans.

C.4 Optimised organisational structure and processes

The new organisational structure of FBB offers the opportunity to design procedures and processes more efficiently so that cost advantages can be exploited that airport operations as well as construction activities can be optimised.

C.5 General opportunities

With regard to regulatory measures, there is a chance that the German government's new air traffic concept will have positive effects on the aviation business.

→ 04 Outlook

A Development of Commercial Operation

A.1 Aviation management / Traffic development

The airport association ADV expects growth in passenger volume of +3.1% in Germany in 2016. Low interest rates of the European Central Bank are a disadvantage for savers so continuation of the high consumption rate can be expected. This could also lead to an improvement in travelling behaviour of consumers. The currently low price of oil will also result in cost optimisation of the airlines in Germany and could produce additional stimulus.

Internal barriers on the market such as the aviation tax and the intensity of the competition will continue to have a decisive effect on market development in 2016. Germany's two largest airlines (Lufthansa and airberlin) have been implementing cost reduction programmes aimed at improving their profitability for a number of years. Growth (but with it increased competition) on the German market is expected from the greater engagement of Ryanair, which has set itself the goal of obtaining a market share of 20% in Germany.

As a consequence of the efficiency adjustments made by the largest airlines, better use of capacity on flights overall and the use of larger aircraft can be expected. The aircraft movements are expected to remain at about the same level as last year.

After thirteen successive years of air traffic development in the capital city region at a higher level than the national average, it can be assumed that this will happen in 2016 as well. Growth is expected especially at the Schönefeld location. A large number of new destinations from Schönefeld will be served as of the Summer Flight Schedule, adding to the new routes that were included in the Winter Flight Schedule 2015/16. A consolidation of the traffic figures at the high level of the previous year is expected at Tegel Airport.

A.2 Non Aviation management

The focus of current business activities is on the two legacy airports Tegel and Schönefeld. Existing concepts have been optimised and new concepts have been realised in certain areas, especially at Schönefeld, to take into account the increase in passengers for Ryanair and Germanwings. Intensive work continues on the development of a modern marketing concept for the commercial areas at BER Airport appropriate to the market. The highest priority has been given to achievement of legal security for FBB, the ideal mix of sectors and the finalised expansion of tenants as of the opening of BER. In addition, the questions of what additional services can be offered to passengers at BER and how the customer benefits and with them the revenue levels can be raised further are under examination. In addition, there was an increase in parking fees at Tegel Airport in January 2016.

A.3 Real estate property management

In the long term, there is substantial potential for urban and commercial development inherent in the development areas at BER which could be mined to the benefit of FBB as well as of the states of Berlin and Brandenburg. The intention is to identify this potential within the framework of the strategic master plan that will be updated in 2016 and to incorporate it into a concept prepared jointly with the stakeholders for the development of the regional economic region. Pursuant to the planning stipulation decision, FBB must realise compensatory and replacement measures in the Zülow lowlands, a large-area natural region of about 2,500 hectares located about 10 kilometres to the south of the airport, to compensate for activities impacting nature and landscape. So far, about 80% of the areas on which most of the planned measures will be realised has been secured. The remaining measures are supposed to be realised in 2016.

B Commercial Development

Passenger volume is expected to continue to increase in the coming years. Aviation in Germany and in Berlin/Brandenburg is benefiting from growing interest in Germany as a travel destination as well as from increasing travel within the euro zone and within Germany. This development is encouraged by the continuing growth for low-cost airlines with the point-to-point flights.

An increase by about 7.2% in comparison with 2015 to 31.8 million passengers is planned for the Berlin Airports in 2016, focusing especially on the legacy Schönefeld Airport. This will go hand in hand with an increase in aircraft movements. Handling this continued growth at the legacy airports Tegel and Schönefeld requires various measures to secure operations and capacities; some of these measures were concluded in 2015. Additional costs for the expansion of the infrastructure in the coming years are foreseen because of the extension of the operations of the legacy airport at Schönefeld approved by the Supervisory Board; at present, the intention is to use this facility until 2023.

The sales revenues budgeted for 2016 will increase to about €354m because of the forecast rise in traffic volume and the increases in charges that have been approved. Growth in the important non-aviation business has been taken into account as well. The operational startup of BER will create a major driver of future growth for the Berlin Airport Company.

The planned increase in operating expenditures results above all from an increase in personnel in the growing operating business and additional costs that will temporarily be incurred in the middle term in the HR sector for the completion of BER and further infrastructure measures. In addition, more services will be utilised, especially temporarily, in 2016 revolving around the conduct of the technical work and preparation for the operational startup of BER as well as the realisation of new infrastructure measures.

As a consequence of the burdens from the expenditures for BER, a consolidated loss of €-148.1m has been budgeted as the net loss for the year in 2016.

C The New Berlin Brandenburg Airport

C.1 Completion of construction and opening

The construction work in the passenger terminal will be concluded in a number of stages until summer 2016. First the Main Pier North, then the Main Pier South and finally the central part of the passenger terminal will be completed. The technical startup of the equipment and systems installed in BER will begin parallel to the completion of construction. It will be followed by the acceptance of the passenger terminal required by construction laws and the trial operation of procedures at BER.

C.2 Creation of additional capacities

On 25 September 2015, FBB set the first signposts for a further expansion of the aviation infrastructure at Schönefeld. The Supervisory Board gave a green light for the first partial package that will secure traffic growth at Schönefeld until the opening of BER, make possible the construction of the government airport and initiate the middle-term expansion of the site until 2023. By that time, FBB calculates there will be up to 40 million passengers in Berlin traffic.

Schönefeld, 9 March 2016

Dr Karsten Mühlenfeld

Heike Fölster

Auditor's Opinion

We have audited the consolidated annual accounts – comprising balance sheet, income statement, notes, cash flow statement and analysis of shareholders' equity movement – and the consolidated management report prepared by Flughafen Berlin Brandenburg GmbH, Schönefeld, for the fiscal year from 1 January 2015 to 31 December 2015. According to German commercial law, the preparation of the consolidated annual accounts and the consolidated management report is the responsibility of the company's management. It is our responsibility to form an independent opinion, based on our audit, of those consolidated annual accounts and of the consolidated management report. We conducted our audit in accordance with Section 317 HGB, taking into consideration the German standards of auditing issued by the Institut der Wirtschaftsprüfer (IDW). These standards require that we plan and perform the audit to obtain reasonable assurance that any errors and irregularities which would materially affect the representation of the assets, liabilities, financial position and profit and loss shown in the consolidated annual accounts with due regard to with generally accepted accounting standards and in the consolidated management report would be recognized. In determining the audit actions, we gave consideration to our knowledge of the business activities and the economic and legal environment of the Group as

well as to our expectations of possible errors. The scope of the audit also includes, primarily on a test basis, an assessment of the effectiveness of the internal controlling system related to the accounting as well as of the evidence for the amounts and disclosures in the consolidated annual accounts and consolidated management report. The audit includes assessing the accounting information from the various divisions included in the consolidated annual accounts, the definition of the companies included in the consolidation, the accounting and consolidation methods used and the significant estimates made by the legal representative as well as evaluating the overall presentation of the consolidated annual accounts and the consolidated management report. We believe that our audit provides an adequately assured basis for our opinion.

Our audit did not reveal any reasons for objection.

In our opinion, based on our findings during the audit, the consolidated annual accounts are in conformity with legal statutes and, with due regard to the generally accepted accounting principles, give a true and fair view of the Company's assets, liabilities, financial position and profit and loss. The consolidated management report is consistent with the consolidated annual accounts, gives overall a true and fair view of the Group's position and accurately describes the opportunities and risks of future developments.

Berlin, 9 March 2016

BDO AG, Wirtschaftsprüfungsgesellschaft

signed Schulz, CPA

signed Rehmer, CPA

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Last revised: April 2016

→ **Berlin Brandenburg
Airport**

Area 1,470 hectares

Terminal

Gross floor area 360,000 square metres
Roof area 49,000 square metres
Length 220 metres
Width 180 metres
Height 32 metres

Main Pier

Length 715 metres
Passenger bridges 16

North Pier

Length 350 metres
Walk boarding positions 12

South Pier

Length 350 metres
Passenger bridges 9

Runways

North Runway 3,600 metres
South Runway 4,000 metres
Lateral separation 1,900 metres

Parking spaces 10,000

